

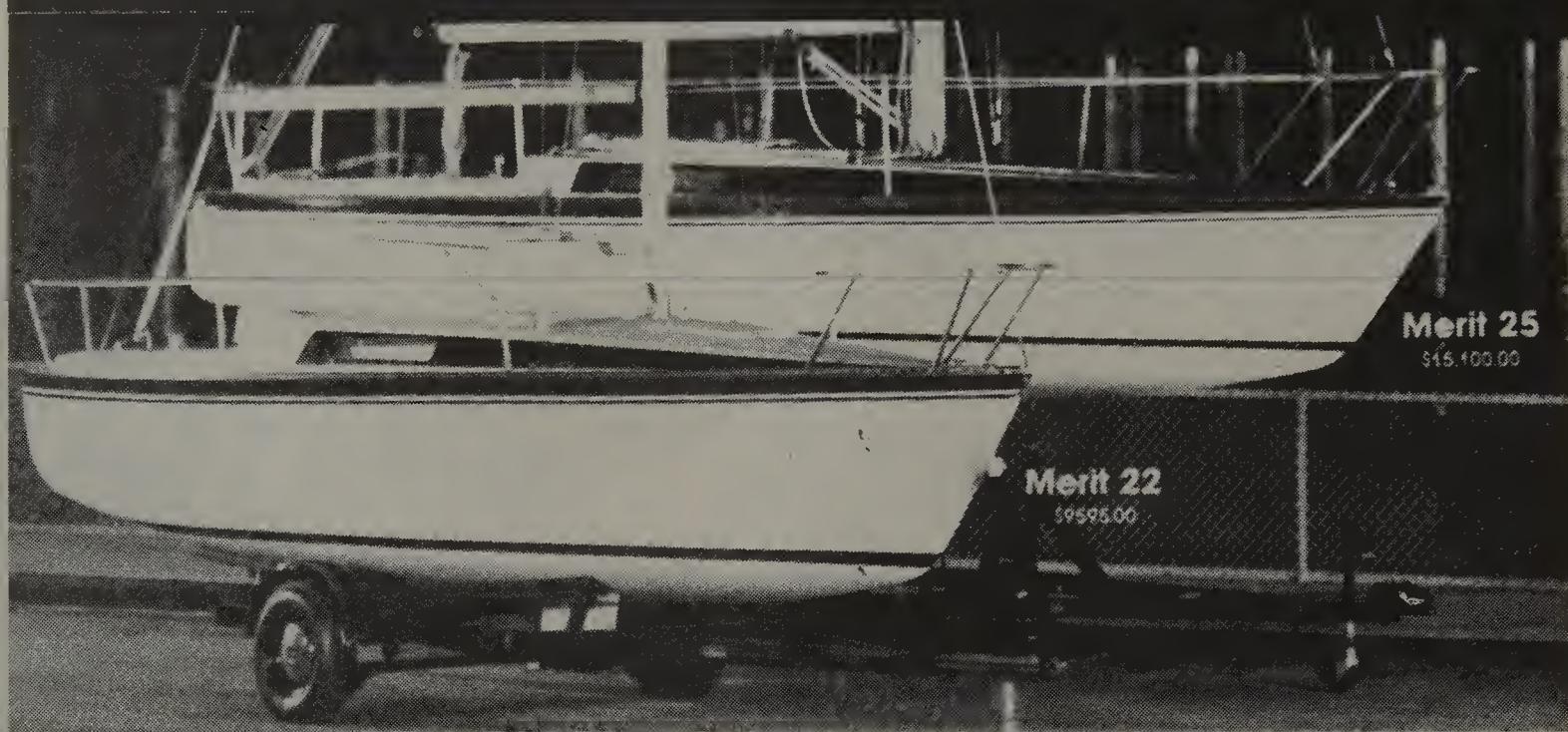
Latitude 38

VOLUME 88, OCTOBER 1984

CIRCULATION: 37,000

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MERIT 22 & 25



THE NEW MERIT 22,

it's revolutionary. One step inside & you'll see why: it's larger than many 25 and 27 foot boats. The Merit 22 has a lead, retractable keel giving you the safety & maximum stability of a keel boat while permitting easy trailering & ramp launching. The Merit 22 delivers quality, performance, comfort & convenience.

SAILAWAY PRICE OF \$9,595 INCLUDES:

- trailer • sails • pop top lifting hatch • mast & boom • winches • bow & stern pulpit • lifelines • & much more . . .

THE MERIT 25

is built to be fast. In fact, the Merit 25 was the overall winner at the 1983 MORC Internationals, & this production boat is still winning. Just because the Merit 25 is fast doesn't mean that you will have to give up comfort to win. Inside's a fully finished interior with 7 ft-plus bunks. Here's your chance to be the proud owner of an all around performance boat that's fast *and* comfortable.

SAILAWAY PRICE OF \$15,100 INCLUDES:

- trailer • sails • mast & boom • internal kevlar halyards all lead aft • spinnaker gear • split backstay adjuster • pulpits • lifelines • winches • Harken mainsheet system • and much more . . .



Sailboat Shop

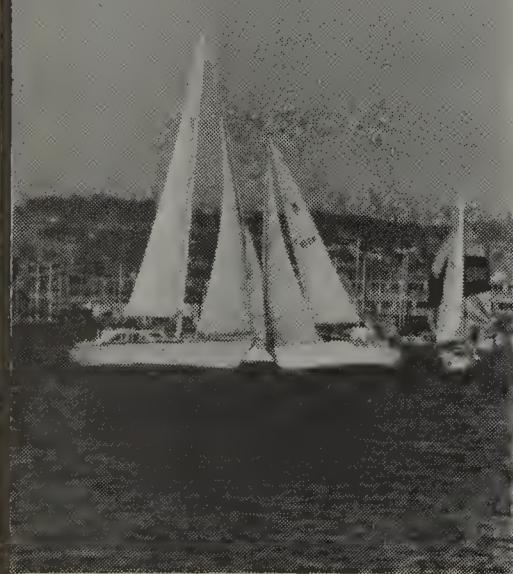
2639 BLANDING AVENUE, ALAMEDA, CA 94501 (415) 521-5900

TAKE UP A SPORT THAT'S RIGHT OUT YOUR BACK DOOR!

Sailing on San Francisco Bay is a sport you can enjoy all year round, and Sailing Unlimited makes it affordable. Whether you are just beginning, interested in cruising or hot to start racing . . . Sailing Unlimited has the boats and the classes to get you out on the Bay.

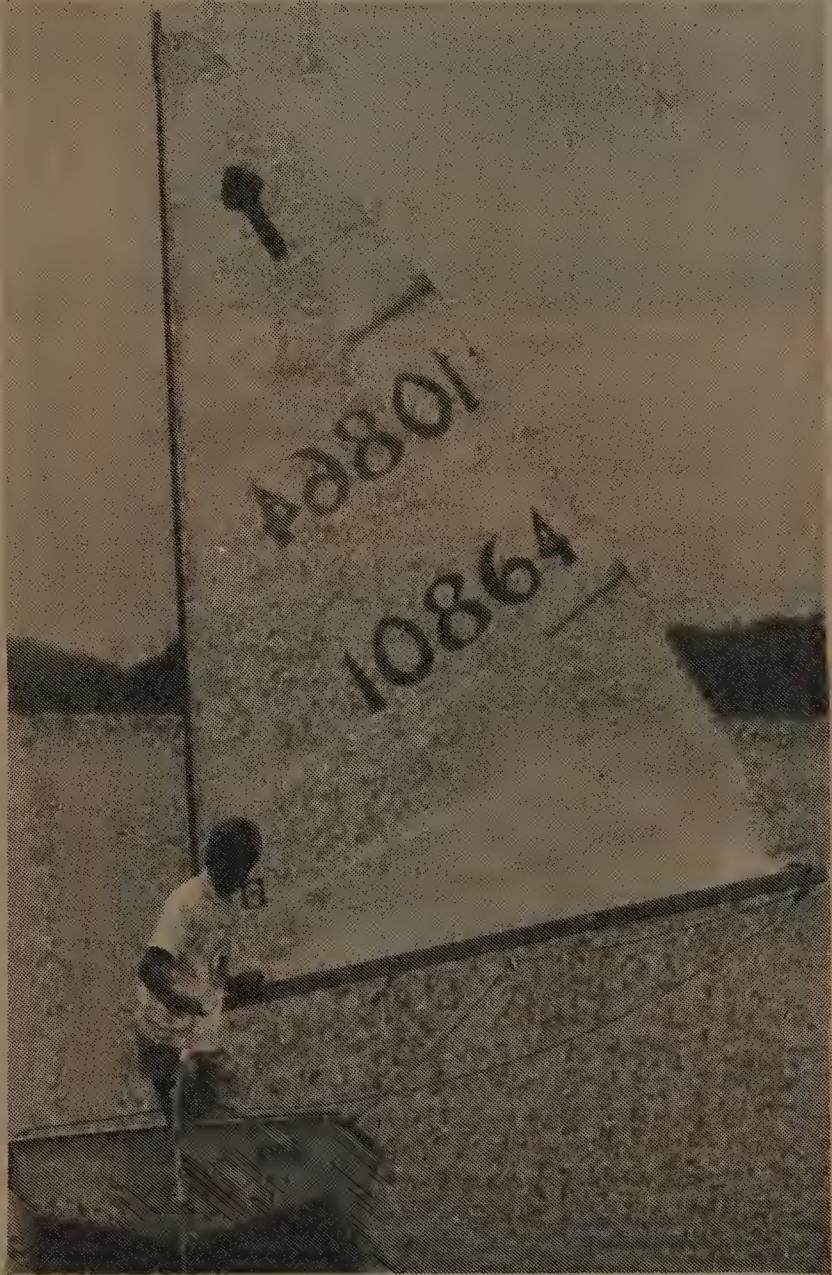
WE OFFER:

- The finest quality boats available
- Professional sailing instructors — our instructors sail for their livelihood and you'll find them willing to give you special attention
- Low student/instructor ratio
- Back door service at a Water Front Restaurant. We will meet you at your favorite after work haunt and return you there in time for dinner.
- Skipper Qualification. Upon completion of the courses available; you will qualify to "Bareboat" charter one of our yachts. Enjoy taking your friends out sailing on beautiful San Francisco Bay on a boat from our huge Charter Fleet.



That's No Bull!

Jack Sweeney



John Sweeney is the new North American Junior El Toro Champion. His Pineapple sail of the latest in mylar sailcloth reflects the same state-of-the-art technology, the same attention to detail, the same commitment to advanced research and development as our big boat sails!

We're proud of John. We're proud of our sails.

And that's no bull!

John Sweeney — North American Jr. El Toro Champion*

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at: Svendsen's in Alameda
West Marine Products in Oakland • Boaters Supply in Redwood City



SAILMAKERS (415) 444-4321

*Powered by Pineapples

Richards and van Heeckeren

SAILMAKERS AT 123 SECOND STREET, OAKLAND, CALIFORNIA 94607 (415) 444-4321

FEATURED BROKERAGE

FROM YOUR PERFORMANCE CRUISING CENTER



CAPE DORY 25—1978

A small boat with cruising in mind. A Carl Arlberg design built by a leader in traditional boat building. She is set up to single hand with all line lead aft and custom dodger.

\$15,750



FARALLONE 29—1976

Extensively cruise equipped with 6 man liferaft and survival gear. Top of the line windvane, complete ground tackle, electronics and five cruising head sails. Will include \$18,000 worth of cruising gear.

REDUCED \$39,500



GULF 29 PILOTHOUSE—1981

Classic pilothouse cruiser with a modern underbody. Wheel steering in cockpit or steer with autopilot. 6'2" headroom throughout. Diesel engine, VHF, depth, knotmeter w/log, rollerfurling jib & pressure water. Two boat family needs to sell.

\$35,750

SELECT BROKERAGE

22' SANTANA 22, 1973, New rigging, well equipped	7,000
24' CAL 24, 1969, Good starter boat, Heavy Rigging	7,500
25' MERIT 25, 1979, 14 sails, new LPU	16,900
26' COLUMBIA MK-II, 1969, Priced to sell	11,000
26' INT'L FOLKBOAT, 1978, Windvn, RDF, Spinn. Dodg.	26,500
26' BALBOA 26, 1969, Roomy family boat	11,000
* 26' PEARSON 26, 1975, Two from	13,500
26' CONTESSA 26', 1983, Full keel cruiser, sacrifice	30,000
27' ALBIN VEGA, 1974, Excellent condition, Full keel	23,000
27' SANTANA 27, 1971, Diesel, spinnaker, very nice	18,000
* 27' ERICKSON, 1976, Three from	22,000
27' CAL T/2, 1973, Fast, sweet sailer	15,500
27' CATALINA, 1973, Wheel steering	15,200
27' O'DAY, 1976, Nice starter boat	22,500
27' COLUMBIA 8.3, 1978, Inboard clean, roomy	28,500
27' CAL 2-27, 1976, Popular one-design class	23,000
28' PEARSON 28, 1977, Excellent condition, nice equip.	31,500
28' NEWPORT 28, 1978, Diesel	26,500
28' O'DAY, 1979, Wheel steering, Diesel	32,000
* 28' HERRESHOFF 28 Ketch, 1950, Very nice, unmodified	17,000
* 28' CAL, 1967, Inboard, good value	14,900
* 29' FARALLONE 29, 1975, Full keel cruiser, two from	39,500
* 29' CAL 2-29, 1978, Diesel, wheel, Orinda auto-pilot	31,500
* 29' GULF PILOTHOUSE, 1981, Furling Jib, Auto-pilot	35,750
* 29' CASCADE, 1965, Diesel, nicely maintained	22,500
30' ARLBERG ODYSSEY YAWL, 1969, Very clean	38,950
30' DUFOUR, 1969, Arpege New epoxy bottom, LPU	29,000
30' J-30, 1979, loads of gear, race or cruise	43,500
* 30' CONTEST, 1970, Dutch Built, reduced, great value	18,000
* 30' SANTANA, 1976, diesel, new paint, loran	35,000
* 30' PEARSON 30, 1973, Very clean	28,500
30' ALBIN BALLAD, 1978, So. Pac. vet Bristol	39,000
31' MARIAH 31, 1978, Blue water vessel	61,500
32' COLUMBIA 9.6, 1976, Allen Payne Design	39,500
32' ERICKSON 32, 1974, wheel, 1pg stove, 110v, 4 sails	32,000
* 32' ISLANDER 32, 1977, Wheel, combi, like new	49,500
* 33' RANGER 33, 1977, Excellent Condition	46,000
33' HUNTER 33, 1982, Like new, roomy interior	44,000
33' CHEOY LEE CLIPPER KETCH, Loaded	62,000
* 33' YAMAHA 33, 1979, As new, stiff bay sailer REDUCED	46,000
* 33' TARTAN 10, 1979, Race equip. well kept REDUCED	27,500
34' CORONADO 34, 1967, new LRU hull pnt., good gear	34,950
34' WYLIE 34, 1980, Race equipped, Loran C	59,000
* 35' BRISTOL 35.5, 1981, Quality cruiser, reduced	87,000
35' ERICKSON, 1975, Two from	49,500
35' JASON 35, 1979, Superb cruiser, excellent condition	88,900
36' ISLANDER 36, 1974, Two from	55,000
36' PEARSON, 1973, Ocean ready, life raft	61,000
37' GULFSTAR 37, 1979, Two from	80,000
37' ALBERG 37, 1972, LPU, loaded, beautiful	70,000
37' ISLAND TRADER KETCH, 1977	63,000
38' NORTHEAST 38, 1968, European yard, So. Pac. vet.	68,000
38' C&C 38, 1976, Two from	59,500
38' OLSON 38 SLOOP, 1969, Swedish construction	56,500
* 38' C&C LANDFALL, 1980, hood seafurl, combi.	88,950
39' FREYA 39, 1978, Radar, Weather FAX, new diesel	115,000
* 39' CAL 39, 1971, Two from	67,500
40' PACIFIC 40 YAWL, 1958, Excellent European yard	74,500
40' KETTENBERG, 1961, Wood, South Pacific Veteran	45,000
41' PERRY 41, 1979, perkins, wheel, teak decks, a beauty	159,000
* 41' MORGAN OUTISLAND, 1974, Two from	74,500
41' CT 41 KETCH, 1975, Customized, bristol	75,000
* 41' OVERSEAS 41 KETCH, 1975, Cruise Ready	69,000
43' ENDEAVOUR, 1979, Center Cockpit Ketch	149,000
45' CUSTOM NEW ZEALAND KETCH, 1974, reduced	108,000
46' MORGAN KETCH, 1979, Cruise equipped	172,500
50' GULFSTAR KETCH, 1977, South Pacific Veteran	185,000
56' STEEL KETCH, 1979, Loaded, Bristol	195,000

*Located at Brickyard Cove

Jack Woida, Broker

NEW LISTINGS INVITED

1220 BRICKYARD COVE ROAD

FEATURED BROKERAGE FROM YOUR PERFORMANCE CRUISING CENTER



1975 ISLANDER 36

This very popular Bay Area one design yacht is well equipped with VHF, AWI, windspeed, depthsounder, knotmeter, RPF, and shore power. Anxious owner has just reduced to

\$53,000

Sistership



56' CUSTOM STEEL KETCH—1979

Australian built to provide strength and ease of handling for husband and wife in safety and comfort. Successful 5 year cruise. All amenities with thoughtful, proper execution. SATNAV. Vane. A/P. ONAN. Freezer. Washing machine. Outstanding condition.

\$195,000



MORGAN 41—1974

Ideal liveaboard cruiser. Well equipped with Loran, auto-pilot, dodger, windlass, roller furling genoa, refrigeration, hot and cold water. At our docks, come aboard for inspection. Seriously for sale.

REDUCED \$74,500

Sistership



ALBERG 37—1972

Excellent offshore cruiser and liveaboard. Comfortable accommodations. Fully equipped: 7 sails, dodger, windvane, refer, electric and diesel heater, stereo, autopilot, loran, Westerbeke diesel and much more. Very well maintained. MUST SEE!

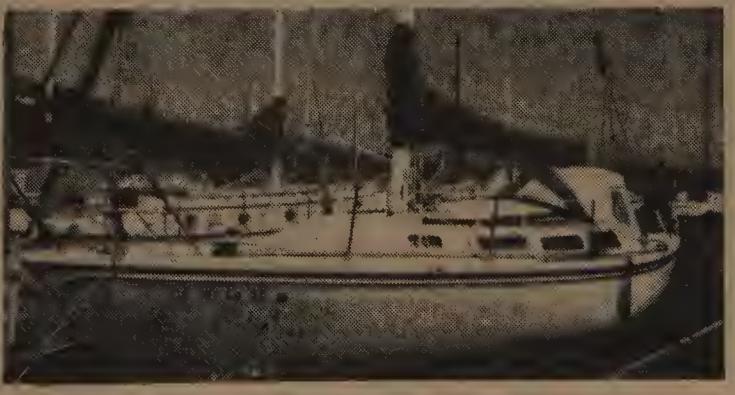
\$70,000



ERICSON 27—1973

Very clean and sharp looking. Upgraded Barent self-tailing winches. Spinnaker and all gear. Anodized spars. Popular class boat suitable for racing or cruising. Stand up headroom. Priced at only

\$22,000



CATALINA 30—1980

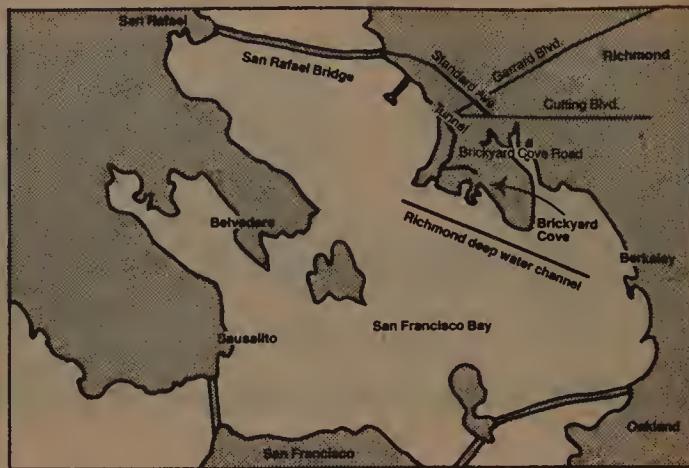
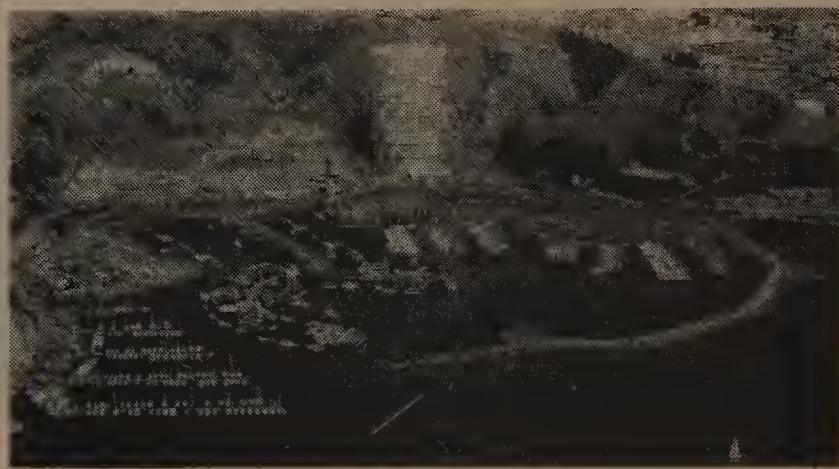
Exceptionally clean, popular Bay boat. Large interior w/ comfortable accommodations. Equipment includes refrigeration, battery charger, stove w/oven, full cockpit dodger, stereo, depth, knot, VHF, 3 sails and more.

\$34,500

Sistership

PT. RICHMOND 415/236-2633

Close than you think . . .



Come and see!

BRICKYARD COVE MARINA

Only 9 miles from Larkspur Landing, 9 miles from Berkeley Marina, 14 miles from Oakland, and 19 miles from San Francisco. A great location, a warm and sunny climate, clean air, and easy parking near your slip. And every day is a boat show!

- ★ 250 berths
- ★ dry storage with 3-ton hoists
- ★ commercial office space
- ★ view homesites
- ★ restaurants
- ★ yacht dealers

ALL'S FARE (great food at the Marina's restaurant) ★ **BRICKYARD COVE MARINA**
INNISFREE (Condominium Sales) ★ **JIM DEWITT ART STUDIO**
JONATHAN LIVINGSTON DESIGNS ★ **QUESTA ENGINEERING** ★ **SOBSTDAD SAILS**
BRICKYARD COVE YACHTS ★ **PASSAGE YACHTS** ★ **PT. BONITA YACHTS**
TATOOSH MARINE ★ **WAYNE MARINE** ★ **WINDCIRCLE SAILING YACHTS**
offering you the full spectrum of large and small, cruising and sailing yachts, including

Beneteau 32	Endeavor 35	Express 37	Olson 25	Passport 42
Beneteau 38	Endeavor 38	Golden Wave 38	Olson 30	Passport 42 Pilothouse
Beneteau 345	Endeavor 40	Golden Wave 42	Olson 40	Passport 47
Beneteau Wizz	Etchells 22	Golden Wave 48	Panda 38	Sparkman & Stephens 40
Cape Dory	Express 27	Golden Wave 55	Passport 40	Sparkman & Stephens 47
Endeavor 33				Tatoosh 51

and a wide variety of experienced yachts.



BRICKYARD COVE MARINA
1120 Brickyard Cove Road/Pt. Richmond 94801
(415) 236-1933

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PHOTO: RICHARD

Crew's View of 1983 Big Boat Series Action

Graphic Design: K. Bengtsson

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BENETEAU

Gives You More. . . .

FIRST 29



On Display at our Docks

INCLUDES:

- 2 sails
- double spreader rig
- internal halyards
- boom vang
- double lifelines
- running lights
- bottom paint
- volvo diesel
- 2 burner stove
- teak interior
- digital depth sounder
- digital knotmeter
- VHF
- Windex
- anchor locker
- anchor w/rode & chain
- large sail locker
- 2 double cabins
- safety package

Delivered to San Francisco
Fully Commissioned at
\$39,900.00

FIRST 24, 26, 29, 30, 32, 345, 38, 42, 435, 48

IDYLLE 8.8, 11.5, 13.5

FIRST CLASS 8, 10, ONE TON



PASSAGE YACHTS
PT. RICHMOND (415) 236-2633



1974 YORKTOWN 39, designed as the perfect liveaboard with center cockpit & huge owners aft cabin w/hanging locker & private head. Large main salon & galley with the convenience of microwave cooking, refrig., & 110v shorepower. Owner has new interests, must sell, would make the ideal boat for the 'fixer upper' inclined individual. A Morgan Out-Island lookalike at half the cost.

Asking \$55,000/Offer.



1977 VALIANT 40, called the cruising boat of the decade, this has been the yardstick other builders have used to measure their boats with. This boat has all the expensive cruising gear already aboard & is ocean ready. Equipment too extensive to list here. Basics including 8 Barients, 6 sails, roller furling, all electronics, Aries self-steering, shorepower, refrigeration, etc.

Asking \$100,000.



1958 KETTENBURG PCC 46, from one of the nations highest regarded builder of wood boats, this boat is a 20,000 lb classic beauty in varnished woods & white enamel. This tremendous sailing Bay boat w/full keel & integral rudder has been to Hawaii & back; ready to go again with 8 sails, full electronics, & 25 hp Ferriman diesel.

Asking \$57,500.

1974 ISLANDER 30 MKII, this very popular Bay boat is well known for it's sailing ability & comfort. Has two large one design racing fleets; one with spinnaker & 150% genoa, one with "family" 110% lapper only. Equipped with 4 sails, electronics, wheel steering, & newly rebuilt diesel. Owner is anxious and willing to listen to best offer.

Asking \$29,000.



1977 POINTIN 29, built in Rhode Island & designed by Robert Evelyn as a performance ocean-racer. The P-29 achieves performance with lots of speed!! PHRF rating ... 150; MORC rating ... 24.9. 7 Barients, 9 sails, all electronics plus twin compasses, Petter diesel, pressure shower, & even refrigeration. Go fast ... in style and grace.

Asking an unbelieveable \$30,000.

1969 COLUMBIA 28, clean, well maintained, equipped for comfortable family sailing. Six berths with full galley & enclosed head with electric flush. Tape deck & AM to cockpit & cabin. Three sail inventory includes main, jib & 135% genoa. Has electronics & Volvo diesel.

Asking \$19,500.

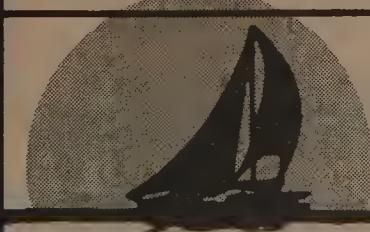


1971 COLUMBIA 30, absolutely immaculate inside & out. Ex-dealers demonstrator has the finest of fittings and gear. Stainless stove with oven, 7 Barient winches include 4 #26 primaries; 5 sails include main, 130 & 150% genoas, & spinnaker. Electronics include 55 chl radio, windspeed, knotmeter, fathometer.

Asking \$27,500.

1974 ERICSON 29, as sharp as the day it was delivered! The hand laminated hull and deck provide peace of mind & the 4 cyl. inboard engine provides reliability. Unique interior sleeps 6 with 2 dbl berths. 3 sails, Barient 2 spd winches, wheel steering, Morrow depthsounder, 110v shorepower w/battery charger. New main sail, new cockpit cushions, new main/wheel/winch covers.

Asking \$26,500.



Sunset Yachts

3310 POWELL STREET, EMERYVILLE, CA (415) 654-9185

BEFORE YOU BUY OR SELL, SEE THE EXPERTS.
WE NEED QUALITY LISTINGS!

evenings (415) 489-1330

PASSPORT

ANNUAL RENDEZVOUS AND OPEN HOUSE October 20-21



Designed by ROBERT PERRY

PASSPORT 40 Regatta—October 20

Ten Passport 40's will race for the Passport Perpetual Trophy to be presented by Robert Perry, the designer of the Passport 40, at the annual Owner's dinner.

Limited crew positions are available

Open House and Seminars—October 21

Open House on the PASSPORTS—a number of Passport 40's and Passport 42's will be open for inspection. Their owners will be on hand to share their experiences and discuss their boats. You will have the opportunity to see a number of different interior arrangements and deck plans, and see how each Passport is customized to meet the owner's individual needs. The Passport 47 and 51 will also be open for inspection.

SAIL ON THE PASSPORTS—Experience Performance Cruising first hand! Owners will take interested parties for a demonstration sail on the PASSPORTS. Register early because space is limited. Don't miss this opportunity.

PERFORMANCE CRUISING SEMINAR:

■ "The Contemporary Performance Cruiser"—Robert Perry

The popular designer of the Passport 40 and new Passport 47 will share his views on design and construction considerations for the performance cruiser.

■ Special Guest

Experienced blue water cruiser will share the joys and frustrations of ocean passagemaking and exploring the world by boat.

■ "Quality Yacht Construction: Fact and Fiction"—Wendell Renken

The builder of the Passports, and eight year resident of Taiwan, will answer your questions and address the myths related to yacht construction.

Please R.S.V.P. to Assure a Space Reservation.

Don't miss this opportunity to view the PASSPORTS and see the best value available in contemporary performance cruising.

Passport 40—\$119,500 Passport 42—\$129,000 Passport 42 Pilothouse—\$139,000
Passport 47—Center Cockpit \$175,000/Aft Cockpit \$169,000
Passport 51—Center Cockpit \$205,000/Aft Cockpit \$199,000



PASSAGE YACHTS

1220 Brickyard Cove Rd.
Pt. Richmond, CA 94801 (415) 236-2633



David Fraser, Inc.

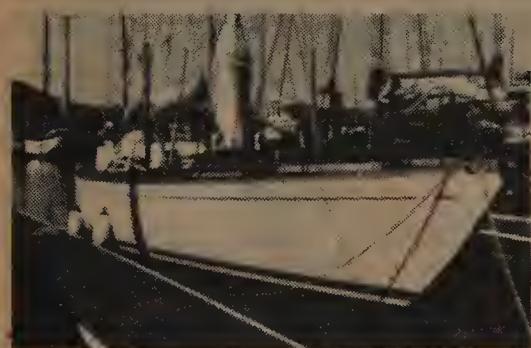
YACHT & SHIP BROKERS

NEW CONSTRUCTION
YACHT INSURANCE
CHARTERS
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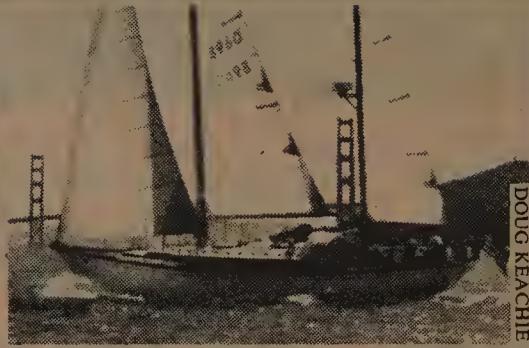
NEWPORT BEACH, CA 92663
3471 Via Lido, P.O. Box 2268
(714) 673-5252
Telex: 69-2405 Fraseryot

SAUSALITO, CA 94965
320 Harbor Dr (Clipper Yacht Basin)
(415) 332-5311
Telex: 69-2405 Fraseryot

SAN DIEGO, CA 92106
2353 Shelter Island Dr
(619) 225-0588
Telex: 18-1739 Frasercal



SIROA — Swan 48, Sparkman & Stephens design, Nautor quality. New diesel, SatNav. Beautiful condition. **\$245,000.**



RENOVA — Cheoy Lee 47. An impeccably kept example of this beautiful Luders design. Well-equipped and reasonable priced at **\$135,000.**

LA FILLE D'OR — 58' L. Francis Herreshoff Ketch. In our humble opinion the finest wooden sailing yacht for sale on the west coast. Beautifully constructed in New Zealand utilizing the finest hardwoods in her cold molded hull. Her interior can only be described as breathtaking. Four double staterooms make her ideal for charter work or luxury cruising. To duplicate her in this country would cost a million dollars. She awaits your inspection in Sausalito at **\$615,000.**



TOUJOURS L'AUDACE — Probably the nicest example of a Columbia 50 sloop that we have encountered. Cruise equipped. **\$118,000.**



LIBERTE — This Pearson 365 has been exceptionally well cared for and is equipped for cruising. Fantastic price! **\$71,500.**



SABRINA — 58' Sloop by Phillip Spaulding. A fast and able offshore beauty, professionally maintained. **Reduced to \$165,000.**



ENDEAVOUR 43 Ketch. Very well equipped and roomy cruiser. An ideal liveaboard attractively priced at **\$149,000.**

SAII

103'	Steel Staysail Schooner.....	\$2,400,000
70'	Deerfoot Cruising Ketch.....	565,000
60'	Gulfstar Centerboard Sloop.....	475,000
60'	Steel Sloop.....	165,000
58'	Spaulding Cruising Sloop.....	164,000
55'	Double-Ended Steel cutter.....	59,000
55'	Fellows And Stewart Ketch.....	195,000
55'	Mull Aluminum Racer/Cruiser.....	195,000
54'	Von der Meer Steel Motorsailer.....	275,000
54'	Gaff Rigged Galvanized Schooner.....	285,000
52'	Tarr Racing Sloop.....	255,000
51'	Formosa Ketch.....	140,000
50'	Alden Centerboard Ketch.....	129,000
50'	Rhodes Centerboard Yawl.....	135,000
50'	Gulfstar Ketch . . . 2 Available.....	Inquire
50'	Columbia . . . 2 Available.....	Inquire
50'	Cheoy Lee Ketch.....	170,000
48'	Swan.....	245,000

SELECTED BROKERAGE

47'	Cheoy Lee Ketch.....	135,000
47'	Olympic Offshore Cruising Ketch.....	125,000
47'	Gullstar . . . 2 Available.....	Inquire
47'	Sparkman & Stephens Sloop.....	170,000
46'	Island Trader Ketch.....	195,000
45'	Mull N.Z. Sloop.....	130,000
45'	Alden Fuji Mark II Ketch.....	195,000
45'	Coronado Sloop.....	130,000
44'	Hardin Ketch.....	147,000
44'	Cheoy Lee Ketch.....	162,500
44'	Luders Sloop.....	94,500
44'	Perry Lafitte cutter.....	217,000
43'	Swan.....	109,000
43'	Hans Christian cutter.....	135,000
43'	Endeavour Ketch.....	149,000

43'	William Garden Ketch.....	135,000
42'	Rhodes Sloop.....	57,500
42'	Catamaran.....	40,000
41'	Gullstar Sloop.....	90,000
41'	Cooper Sloop.....	119,000
41'	Ericson Sloop.....	60,000
41'	Morgan Outisland . . . 2 Available.....	Inquire
	Ketch or Sloop	
40'	Cutter Rig Oil Screw.....	74,500
40'	Cheoy Lee Offshore . . . 2 Available.....	Inquire
	Yaws	
40'	Trintella Ketch.....	129,000
39'	Landfall Pilothouse Cutter.....	84,000
37'	Island Trader Ketch.....	63,000
37'	Fisher Motorsailer.....	125,000
36'	Pearson Ketch.....	71,500
36'	Islander Sloop.....	70,000
36'	Double Headsail Ketch.....	95,000
36'	Mariner Polaris Cutter.....	82,000

Boaters Supply

FALL CLEARANCE SALE

PRICES GOOD THRU 10/31/84

EARLY BIRD SPECIALS on HEATERS



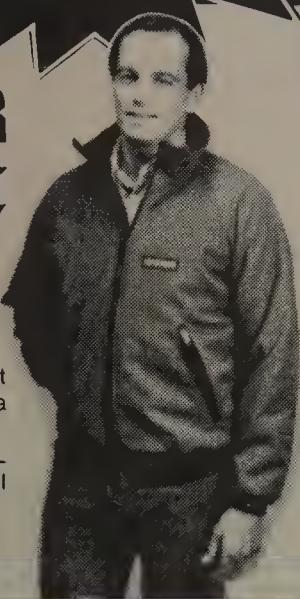
Plan ahead to keep yourself warm and your boat dry this winter with a vented cabin heater. Come in and see all our heaters including the new smaller HI-SEAS Model 50 and get a complete quote with everything required for your installation.

SAVE UP
TO 60%!

chuck roast

PILOT LIGHT JACKET

Polypro jacket
w/nylon taffeta
shell.
Sizes XXS to XL
in Cobalt and Teal
List \$70.50
SALE \$49.50



AVON



RIB ROVER NEW!

"Rigid Inflatable Boat" combines the safety & stability of an AVON with the ride & maneuverability of a fg V-hull. The 10' long RIB ROVER will carry (4) people at planing speeds with a 10 hp o.b. List \$1675

SALE \$1375

J-5

Scepter



M-25

These high density polyethylene gas cans & o.b. fuel tanks are the toughest you can buy!

Model	Capacity	List	Sale
J-5	1 gal w/spout	\$6.50	\$4.89
M-25	6.6 gal w/gauge	34.95	23.49

KILGORE

VISUAL DISTRESS SIGNALS

Orange smoke flares — 3 pack	List \$23.10	Sale \$13.10
12 ga. pistol w/3 meteor flares	List \$21.89	Sale \$14.89
12 ga. signal kit w/pistol, 3 meteor flares, 3 handheld flares & dye markers in compact plastic case	List \$39.95	Sale \$19.98

SAVE UP
TO 60%!

HEAVY DUTY ANCHOR PACKAGE

with anchor, chain, pre-spliced 3 strand nylon line, galvanized thimble and shackles.

Anchor	Chain	Line	List	SALE
18 lb	5/16" x 12'	1/2" x 200'	207.	\$125.00
25 lb	3/8" x 12'	1/2" x 250'	271.	\$159.00
40 lb	3/8" x 15'	5/8" x 250'	410.	\$249.00

Forespar

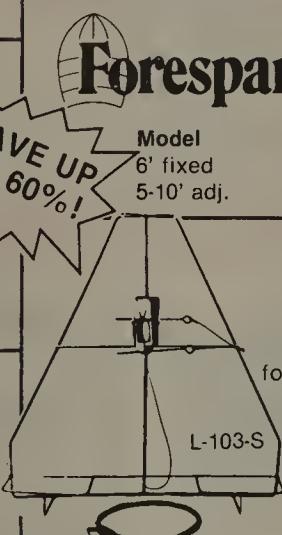
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30' Alberg Odyssey	25,000
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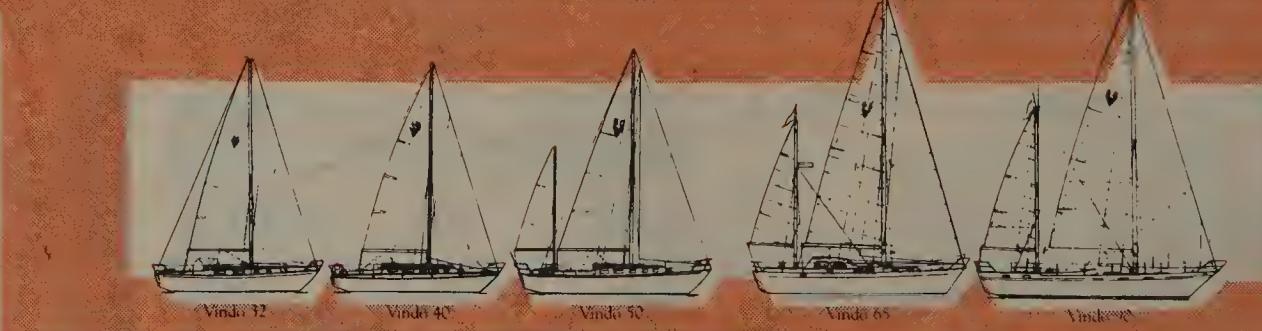
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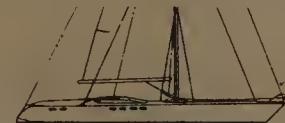
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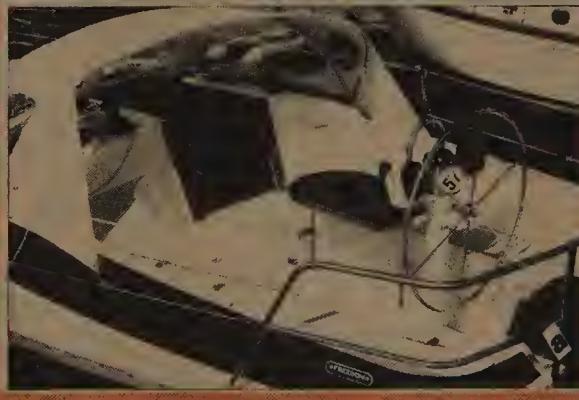
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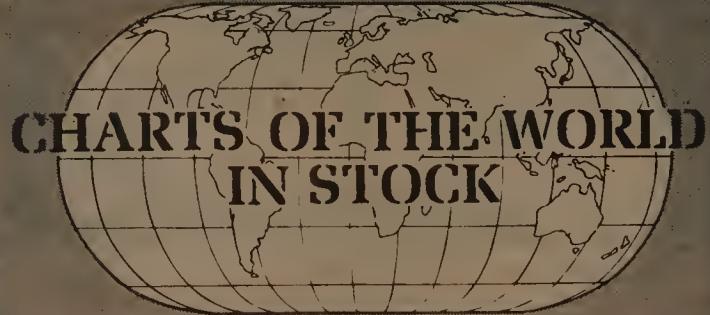
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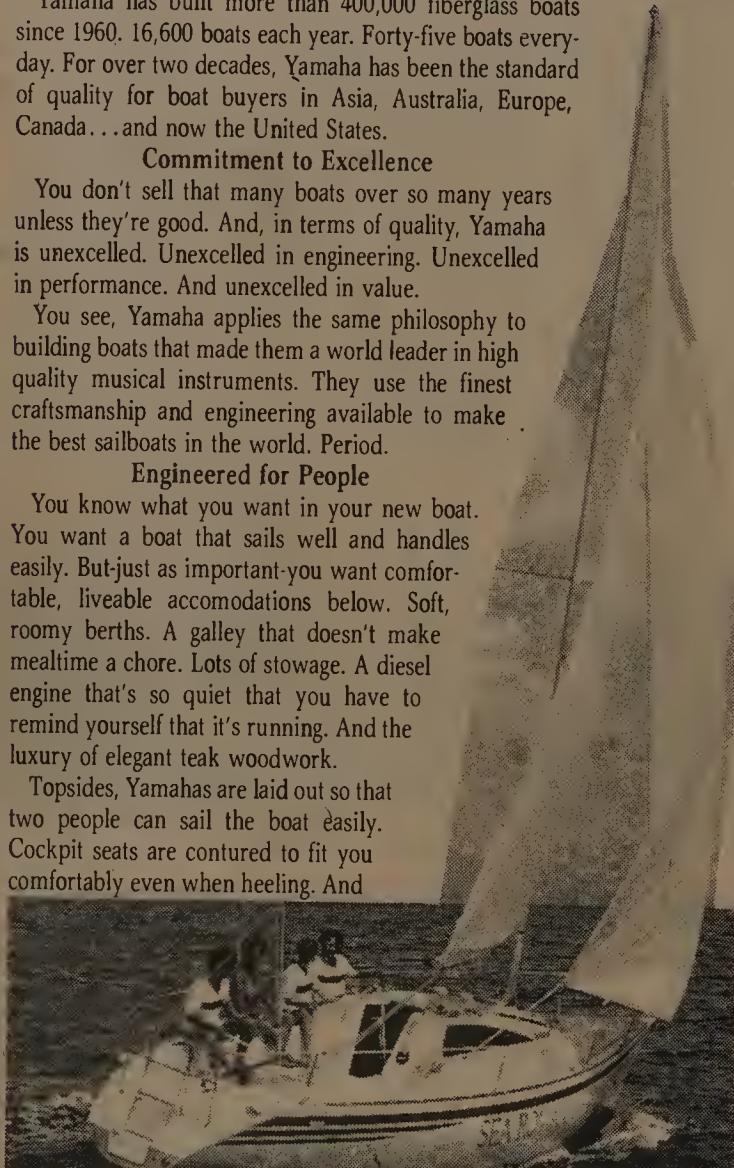
You don't sell that many boats over so many years unless they're good. And, in terms of quality, Yamaha is unexcelled. Unexcelled in engineering. Unexcelled in performance. And unexcelled in value.

You see, Yamaha applies the same philosophy to building boats that made them a world leader in high quality musical instruments. They use the finest craftsmanship and engineering available to make the best sailboats in the world. Period.

Engineered for People

You know what you want in your new boat. You want a boat that sails well and handles easily. But just as important—you want comfortable, liveable accommodations below. Soft, roomy berths. A galley that doesn't make mealtime a chore. Lots of stowage. A diesel engine that's so quiet that you have to remind yourself that it's running. And the luxury of elegant teak woodwork.

Topsides, Yamahas are laid out so that two people can sail the boat easily. Cockpit seats are contoured to fit you comfortably even when heeling. And



Yamaha 26 reaching near Arai, Japan, site of one of Yamaha's seven sailboat research, development, & construction facilities.

lifelines, bilge pumps, and other safety features are standard equipment. With boats ranging from 26-37 feet, Yamaha makes a boat that fits both your style of sailing and your budget.

Yamaha Boats Fool You

A boat with an interior this spacious and luxurious should be sluggish and slow. Not Yamaha. Yamaha boats are quick and responsive. For instance, the Yamaha 26 is a descendant of a Quarter Ton World Champion. A Yamaha 41 won the '82 Clipper Cup. And a Yamaha 33 won the China Sea Race. Yamahas are fast, but not at the expense of interior accommodations. If you race, your Yamaha will show herself to be very competitive. And even if you're not racing, it's more fun to pass other boats, rather than have them pass you. Yamahas have a unique combination of superior boatspeed and luxurious accommodations that *Yachting Magazine* hailed as "ingenious".

Maybe that's why, in Japan, six out of every ten boats sold are Yamahas.

Yamaha Owners Are Smart

They thought about all the boats to choose from, and they selected Yamahas. Smart choice. You see, Yamaha builds better boats than most people. After all, they have 24 years and 400,000 hulls worth of experience.

Better construction means fewer repair bills. And less maintenance. And higher resale value. And more trouble-free sailing. When you think about it, Yamaha is a smart investment.

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Performance. Comfort. Value. Isn't that what you really want in a boat? More than 400,000 people around the world said yes. They want a comfortable boat that sails well. For a reasonable price. Built well to give years of trouble-free sailing. They chose Yamaha. Shouldn't you be next?

The Star of The Bay Area Boat Show

Everyone was talking about the new Yamaha 26. Racers found her sleek lines and well-planned deck layout exciting. Cruisers loved the spacious interior and luxurious accommodations. Both were amazed by the quality and the value. *Yachting* magazine summed it up best. They called the new Yamaha 26 "ingenious".

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Yamaha 30... \$35,900

Yamaha 33... \$55,900
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22 Colombia	4,900	30 Dufour
23 Coronado w/trailer	5,400	32 Islander
23 Pearson Electra	7,850	32 Westsail
23 Ranger	13,600	33 Nor'west
24 Emerson	2,950	33 Yamaha
24 Farr w/trailer	14,500	34 Cal
24 J-24	14,500	34 Peterson
24 Moore 24	13,500	35 Pearson
25 Cal 25-2	25,000	35 C & C
25 Coronado	9,850	36 Colombia
25 Yamaha	21,000	36 Islander, from
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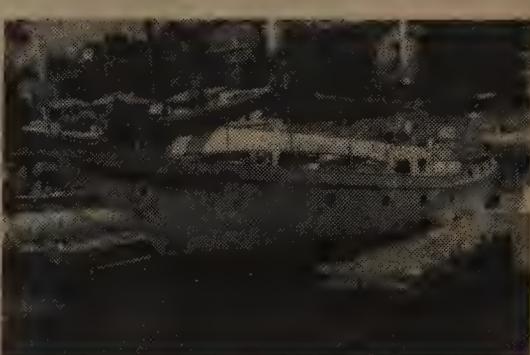
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CALENDAR

Non-Racing

September 28-29 — The Sailing Film Festival at the Palace of Fine Arts will feature, among other films, the *Aussie Assault*, the Australian version of the 1984 America's Cup debacle. \$5 per show. Lots of parking and door prizes. \$1-off coupons available at West Marine stores. Contact Michele at 922-6055..

October 1 — Oceanic Society symposium, "The Falkland Islands: Penguins, Politics and Prospects for Wildlife". Fort Mason Center, Building C, Room 300, 7 p.m. \$2 donation. 441-5970.

October 2 — Coast Guard Auxiliary Sailing and Seamanship courses at the Corps of Engineers Bay Model Visitor's Center in Sausalito. The 13-week classes are free except for a small materials fee. For more info or to register, call 456-9303 or 362-4594.

October 2-3 — "Maintenance of Marine Engines" seminars sponsored by Marine Power Inc. of Oakland. To find out more, call Alice at 436-4647.

October 3-7 — Stockton Boat Show at the Waterfront Yacht Harbor at the end of the Stockton Channel. Hal Schell, (209) 951-7821 or Olive Davis, (209) 466-7066.

October 6 — Paisano race in Monterey for El Toro sailors, male and female. Drinkin', sailin' and swappin' partners! Don't miss it! Call Lyn Hayes, (408) 633-3105.

October 8-20 — Hands On Wood boatbuilding workshops. Includes "Building a Lapstrake Dinghy", "Cold Molded Boat Building", "Yacht Design" and others. All classes will be held at the Fort Mason Center, Building F. For more information, call 567-2205.

October 13 — Get a free serving of fried calamari with your yacht club burgee or membership card at the Half Moon Bay YC food booth in the town's Pumpkin Festival. See Gene Del Vecchio.

October 13 — Start of Fleet Week when the sailors come to San Francisco and San Francisco comes to the sailors. Watch the fleet steam through the Golden Gate and the Blue Angels fly overhead. Ken McNeill, 765-6056.

October 13 — Svendsen's Boat Works' annual marine swap meet. Alameda Marina, 10 a.m. to 4 p.m. Bring what you have to sell and bring your checkbook. For more info, call Eric at 522-7860.

October 18 — Lynne Orloff-Jones turns up the heat in the galley with a workshop on one pot gourmet meals prepared in a pressure cooker. (707) 557-0578.

October 20 — San Francisco Bay Snipe fleet #12 holds a reunion for Snipe sailors old and new at the Richmond YC. There will be quasi-organized sailing for those who remember how, followed by cocktails, dinner, movies and memories. Ann Clarke, (415) 388-9230.

October 27 — Annual Pacific Marine Supply's Cruisers Kick-Off Party for all boats going cruising. This is the big, original one with all munchies and drinks furnished by PMS with no obligations. It all starts at 5 p.m. at the PMS store, 2804 Canon Street, San Diego. If you need to know how to get there, call (619) 223-7194.

November 9-11 — American Sailing Association instructor qualification clinic. For all persons wishing to become ASA-certified instructors in basic sailing and basic cruising. Takes place in Oakland. (415) 325-7245.

December 28-January 5 — International Boat Show at the Moscone Center, San Francisco. (415) 436-4664.

Racing

September 29 — El Toro Pitch and Roll race from Palo Alto to Alviso. A little bullshipping in the South Bay. Peg Gerth, 18650 Aspasia Court, Saratoga, CA 95070.

September 30-October 5 — Women's racing clinic on San Francisco Bay, sponsored by the U.S. Yacht Racing Union and

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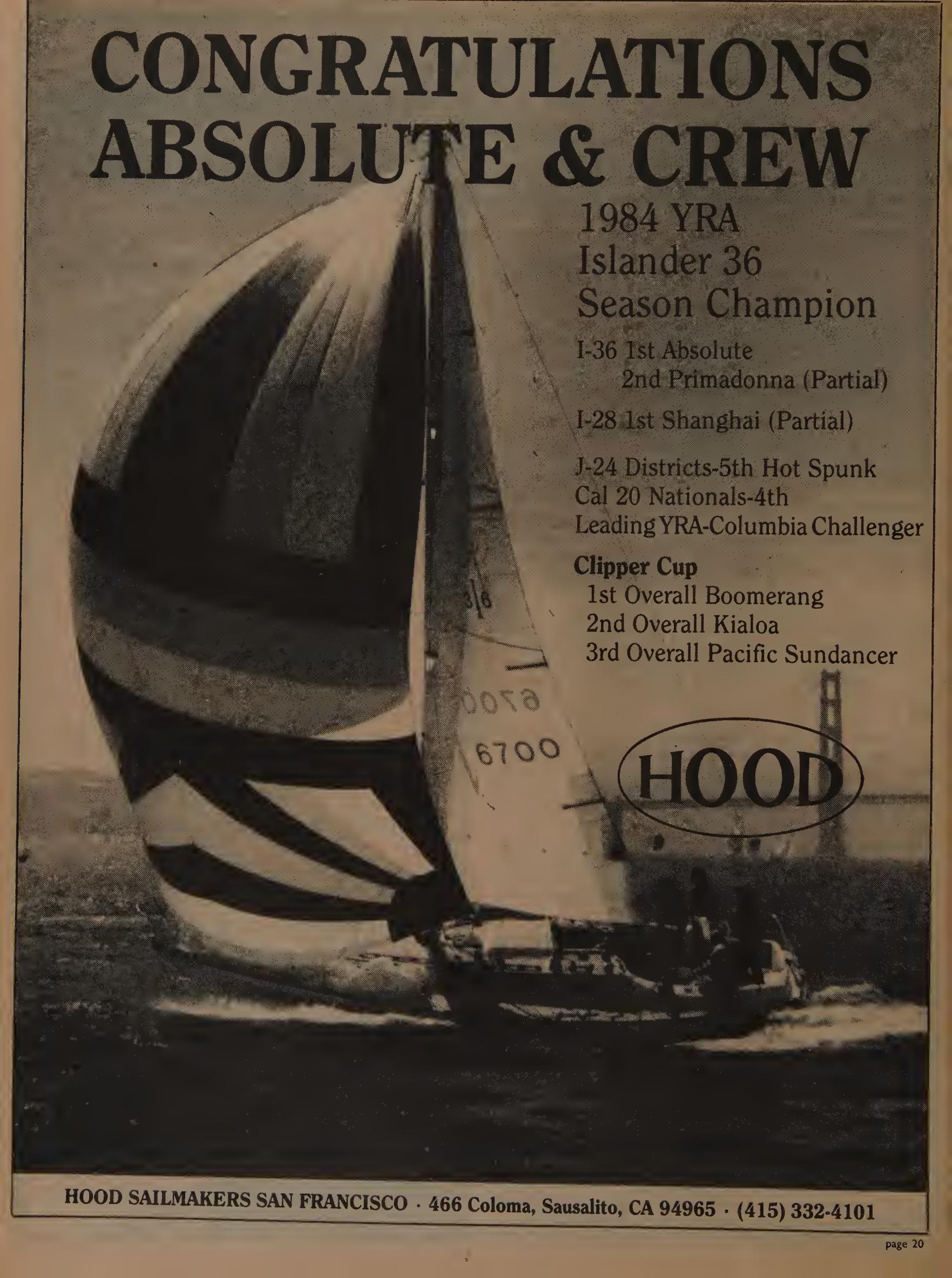
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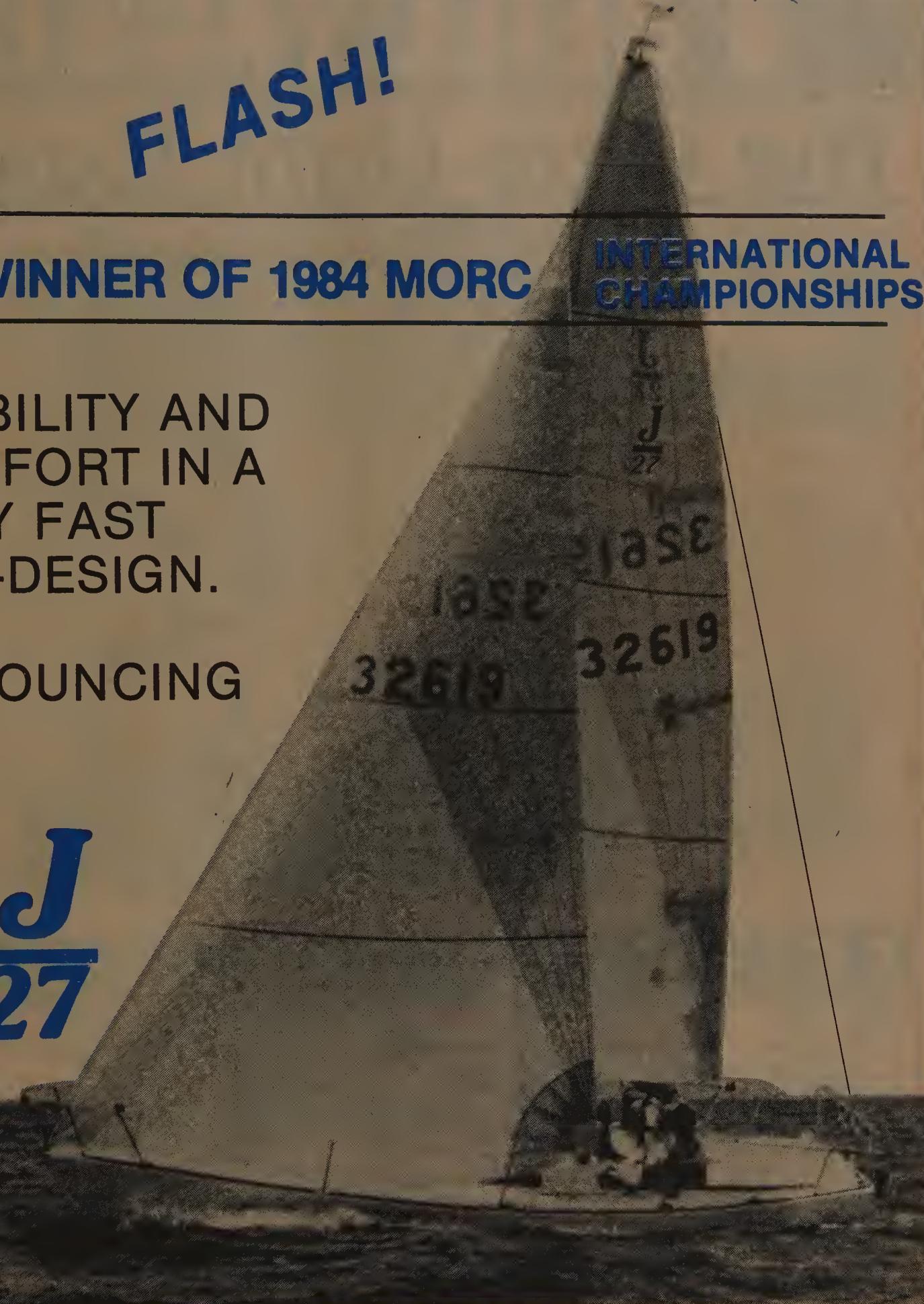
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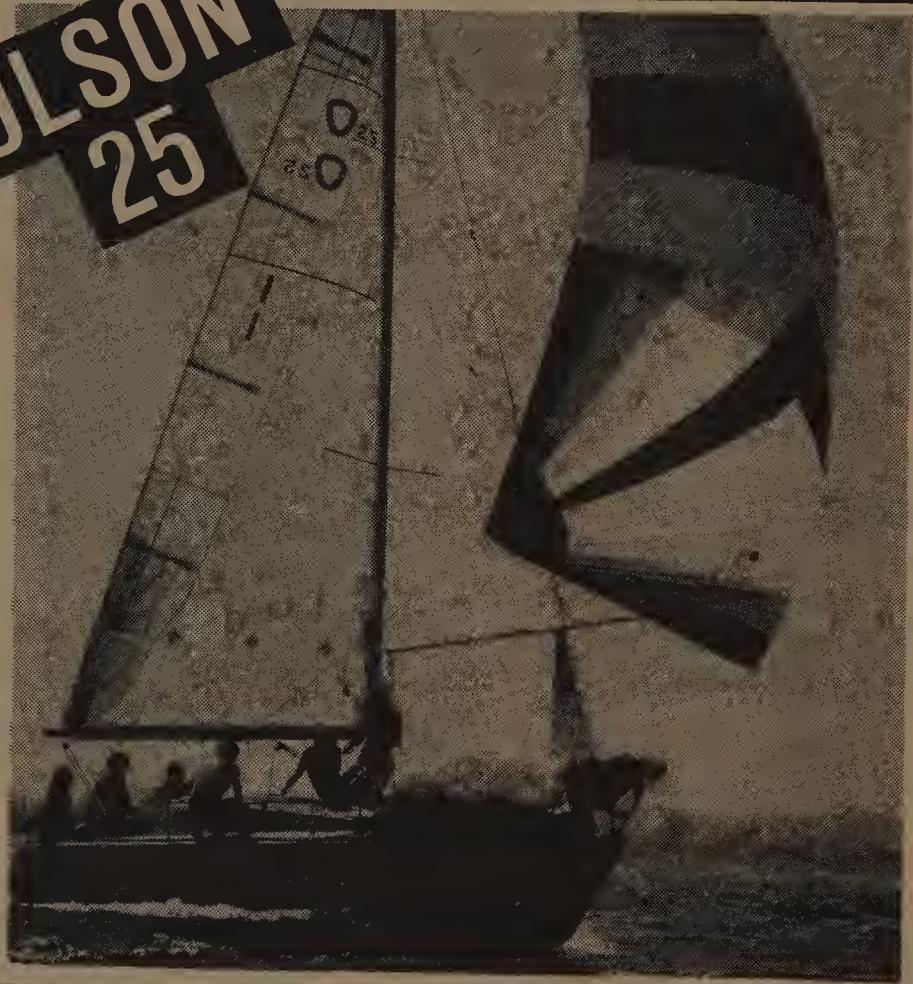
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20'	Holder (like new)	1984	9,950	25'	Cal 2-25	1979	23,500	34'	Islander	1980	47,500
20'	Cal (new sails)	1964	4,995	26'	Pearson Ariel (inboard)	1965	13,500	35'	Erickson (loaded)	1972	62,500
21'	Burns (reduced)		12,900	27'	Cal	1971	16,500	37'	Swan	1972	89,000
21'	Wilderness (reduced)	1978	9,950	27'	Cal 2-27 (like new)	1979	29,000	38'	Farallone Clipper	1957	65,000
21'	San Juan	1976	6,600	27'	O Day	1976	23,900	40'	Olson (½ interest)	1983	69,950
21'	Balboa	1978	6,500	27'	Santa Cruz (2 from)		14,000				
23'	Ranger	1976	11,950	28'	Maire	1982	28,500	24'	Skipjack - turbo	1980	40,000
23'	Pearson Electra	1961	7,850	30'	Chuck Burns	1981	35,000	25'	Carver	1974	22,500
24'	Moore (2 from)	1976	15,500	30'	Erickson (reduced)	1968	28,000	26'	Shamrock - turbo	1980	37,500
24'	Columbia	1964	7,500	30'	Olson (2 from)	1982	25,000	47'	Monk	1962	95,00
25'	Santana 525	1980	15,500/ offer	31'	Cal 31 (2 from)	1980	46,600				
				33'	Norwest	1978	55,000				

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25' Yamaha	21,500
25' Ericson	29,500
26' Frisco Flyer	17,500
26' Seafarer	20,000
26' Islander	24,000
26' Int'l Folkboat (f/g)	22,000
27' Balboa	19,900
27' Newport	(2) 17,500
27' Vega	19,500
27' Santana	18,000
27' Hunter	23,500
27' Sun Yacht	33,500
27' Cheoy Lee	24,445
28' Islander	Several
29' Columbria	27,500
29' Bristal	52,000
29' Pointin Racer	34,000
29' Ericson	27,500
30' Tartan	34,900
30' Columbia	29,500
30' Irwin	40,000
30' Ericson	30,000
30' Lancer	35,555
30' Catalina	(2) 35,000
30' Cheoy Lee	45,000
30' Albin Ballad	39,000
30' Spitsgatter	35,000
31' Hunter	49,950
31' Mariah	61,500
32' Ericson	(2) 28,000
32' Vanguard Pearson	35,000
32' Aries	43,000
32' Traveler	69,500
33' Hunter	46,500
34' Hunter	58,500
34' Cal	34,500
34' Coronado	34,950
34' True North	62,000
34' Wylie	59,000
34' Islander	53,000
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38' Conquben	55,000
38' Elvstrom M/S	70,500
38' Easterly	90,000
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40' Garden Ketch wood	90,000
40' Challenger	89,000
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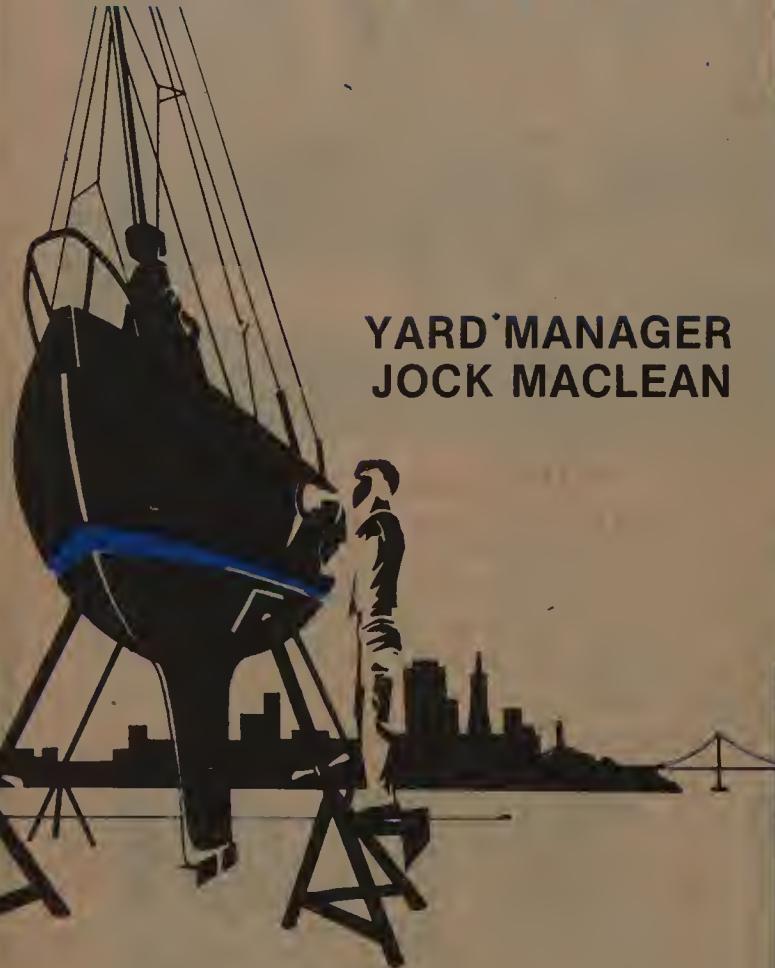
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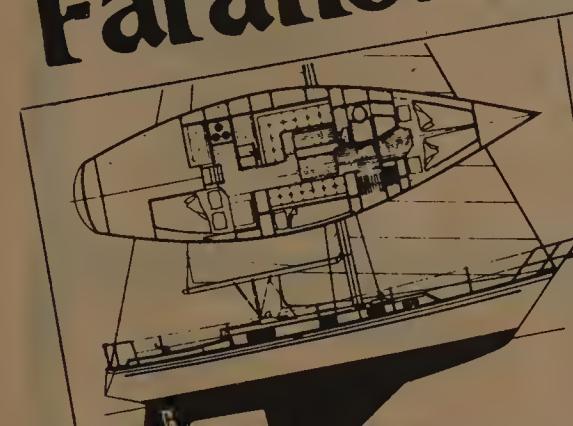
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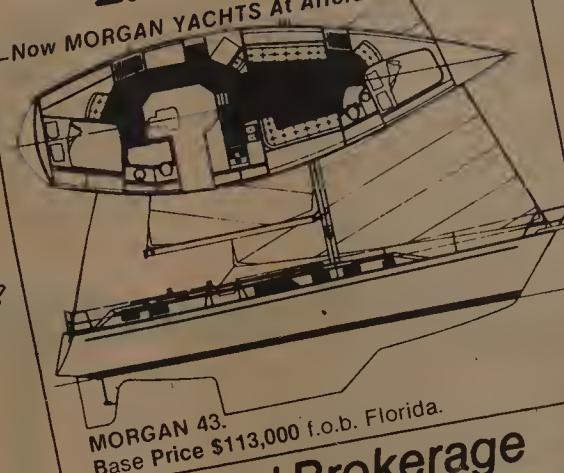
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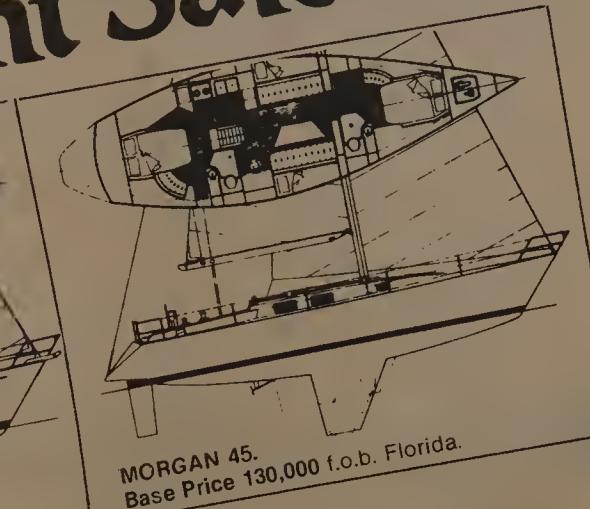


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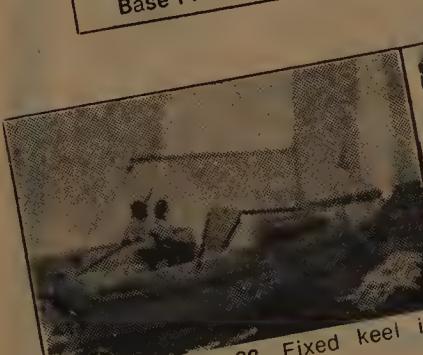


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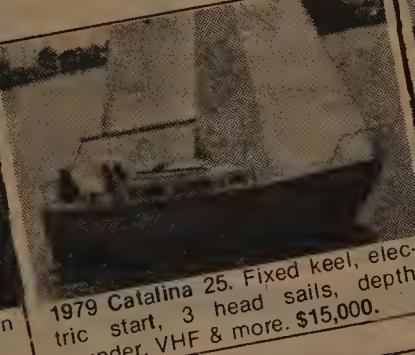


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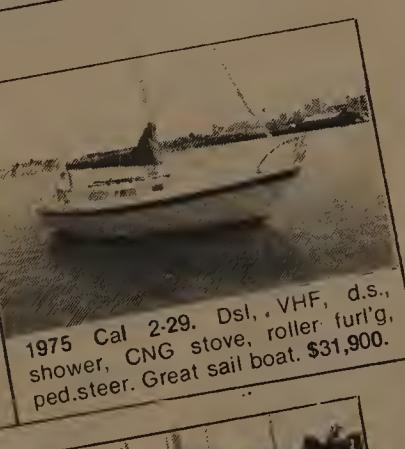
1981 Catalina 22. Fixed keel in perfect shape. \$7,200.



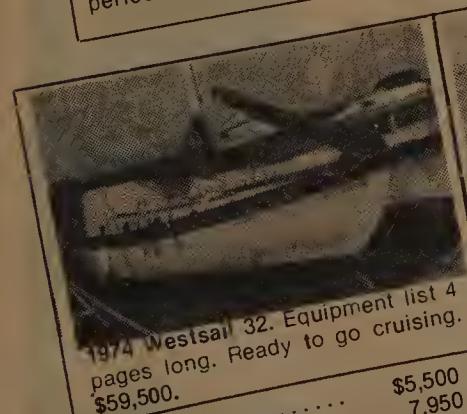
1979 Catalina 25. Fixed keel, electric start, 3 head sails, depthsounder, VHF & more. \$15,000.



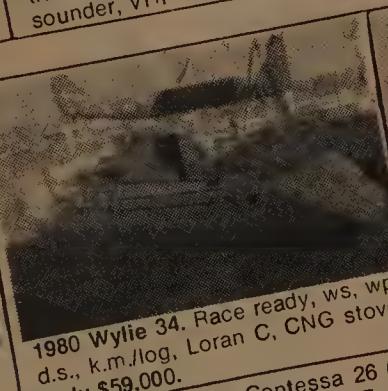
1977 Islander 28. 5 sails, stereo, VHF, knotmeter, depth, Barent winches, bristol cond. \$34,500.



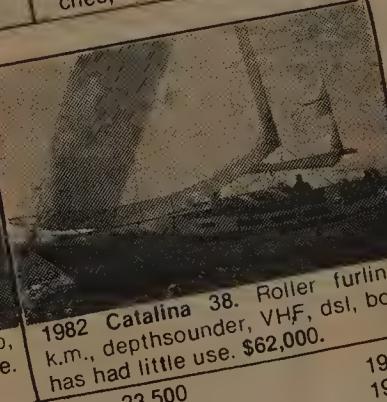
1975 Cal 2-29. Dsl., VHF, d.s., shower, CNG stove, roller furl'g, ped.steer. Great sail boat. \$31,900.



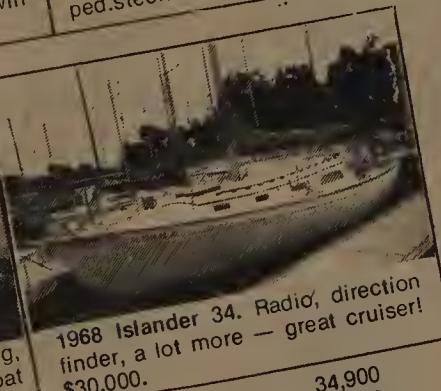
1974 Westsail 32. Equipment list 4 pages long. Ready to go cruising. \$59,500.



1980 Wylie 34. Race ready, ws, wp, d.s., k.m./log, Loran C, CNG stove. Only \$59,000.



1982 Catalina 38. Roller furling, k.m., depthsounder, VHF, dsl, boat has had little use. \$62,000.



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1980 Catalina 30.....	37,500
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1983 Catalina 30.....	33,000
1983 Catalina 30.....	36,000
1973 Columbia 30.....	38,000

1974 Cal 3-30.....	23,950
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1981 Nonsuch 30.....	19,790
1979 Cal 31.....	19,740
1974 Ericson 32.....	19,740
1978 Westsail 32.....	19,780
1974 Ranger 33.....	19,740
1976 Ranger 33.....	19,760
1981 US 33.....	19,810
1968 Islander 34.....	19,680
1980 Wylie 34.....	19,800
1982 Pearson 365 ketch.....	19,820
1979 Endeavour 37.....	19,790
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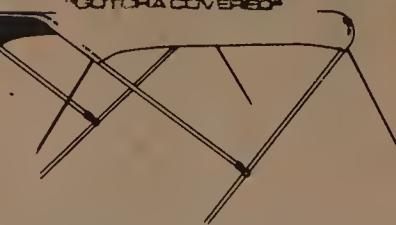
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September 30-October 6 — St. Francis YC Big Boat Series. Come see the maxis, 80-ft sailing machines, and more compete on the Bay for bragging rights. A great regatta to watch or sail in. 563-6363.

October 6-7 — Vallejo 1-2 race, sponsored by the Singlehanded Sailing Society. Starts and finishes off T.I. Any boat is eligible as long as it can be singlehanded up and doublehanded back. Gene Haynes 523-6200. (See Sightings for more info.)

October 13 — Twelfth annual Sir Francis Chichester "Round Alameda Race for Lasers and Laser II's. Figure out which is the fastest way to circumnavigate "that island anchored off Oakland." Gene or Bart, (415) 548-3730.

October 13-14 — Catalina 27 NorCal regional championships at the Ballena Bay YC. Bill Chapman, 820-1437, or Jan Bitter, 368-6541.

October 13-14 — Multihull Racing Association Presidio Invitational regatta, open to all catamarans. Good spectating, too. Peter Clutterbuck, (415) 979-3329 (w) or (415) 383-3756 (h).

October 20 — Women's Cup regatta at Berkeley YC for PHRF boats sailed by macho tomatoes. Last year this event drew 26 entries. Call Bobbi Tøsse at 939-9885.

October 27 — Tiburon YC's North Bay Invitational for yachts belonging to North Bay clubs. Mike Fitz-Gerald, 435-4950.

October 27-28 — Folsom Lake YC Fall Regatta. This is the year's last major lake regatta for all trailerable boats from 30-ft keel boats down to catamarans. Plans for the regatta include a demonstration race of Australian 18's and a dock party — barbecue at the Folsom Lake YC Clubhouse. George Fraser (916) 362-2894, or Kirk Jeffries (916) 635-3767.

November 10 — Los Angeles YC's 13th running of the L.A. to Mazatlan race. This race is by invitation only and certain rating limitations apply. To obtain a request for invitation, or for more information, contact Elliott Cutting, 1157 Parkview Avenue, Pasadena 91103.

November 18 — Women's Racing Association race at the Corinthian YC. Glenda Carroll, 454-6327, or Corinthian YC, 435-4771.

February 2, 1985 — Plan ahead for the Marina del Rey to Puerto-Vallarta race. Get your entry in early! For more information contact the Del Rey YC, 13900 Palawan Way, Marina del Rey 90292, (213) 823-4664.

Summer Series — Sausalito YC: 9/11, 9/25; (415) 332-1020. Golden Gate YC: 9/7; (415) 993-6634. Corinthian YC: 8/31, 9/7; (415) 435-4771.

Midwinter Series: Metropolitan YC — Nov. 10-11, Dec. 8-9, Jan. 12-13, Feb. 9-10, 284-1778; Golden Gate YC — Nov. 4, Dec. 2, Jan. 6, Feb. 3 (March 3 make-up), 771-9500; Corinthian YC — Jan. 26-27, Feb. 16-17, 331-8379; Sausalito Cruising Club — Nov. 3, Dec. 1, Jan. 5, Feb. 2, Mar. 2, 495-6500 or 332-9349; Richmond YC — Nov. 25, Dec. 30, Jan. 27, Feb. 24, 237-1307.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates by the 18th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!

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If you are going to Mexico this winter the time to leave is getting close. Of course you need storms'ls but don't forget most of the sailing is light air! Don't forget those drifters and genoas!



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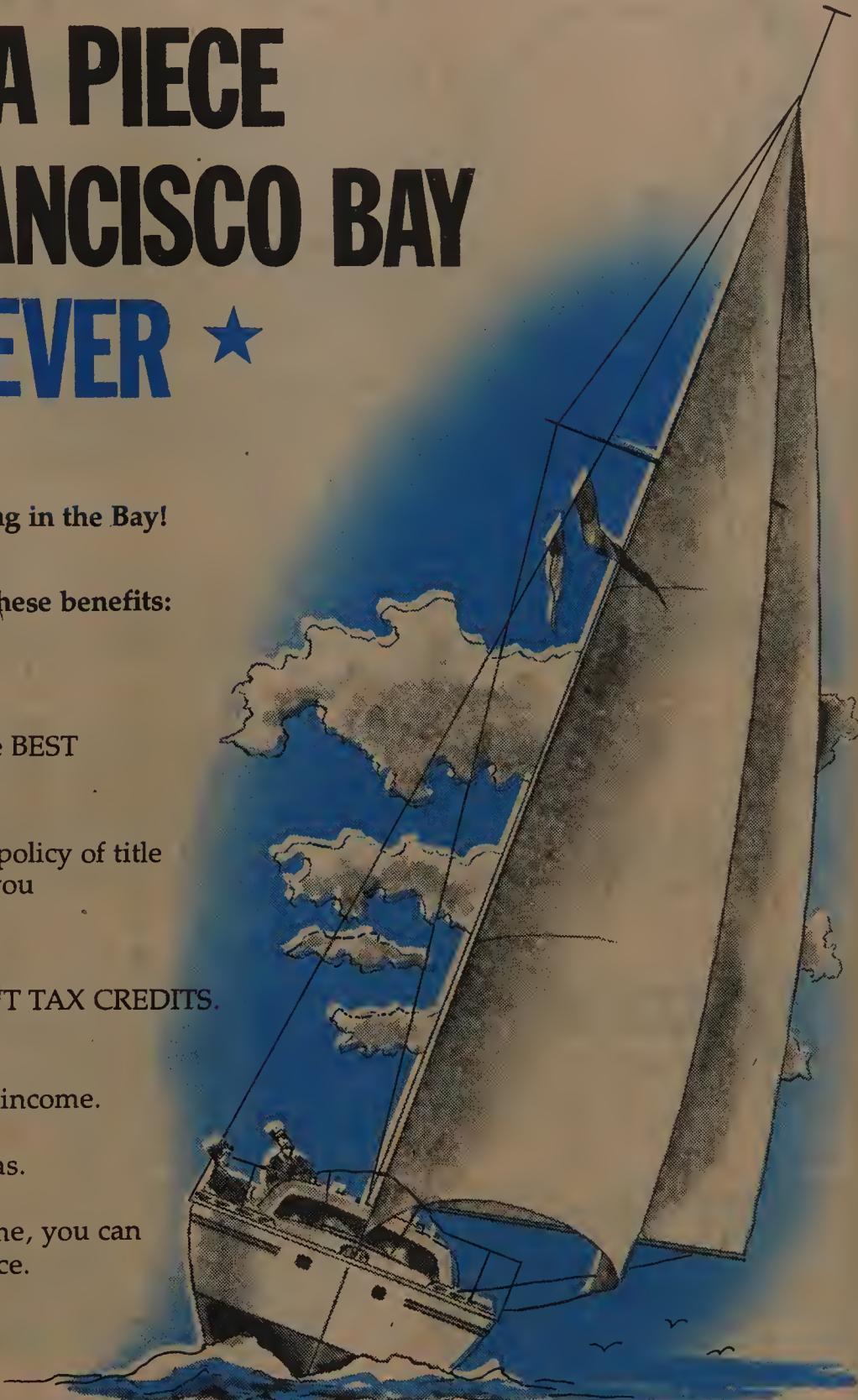
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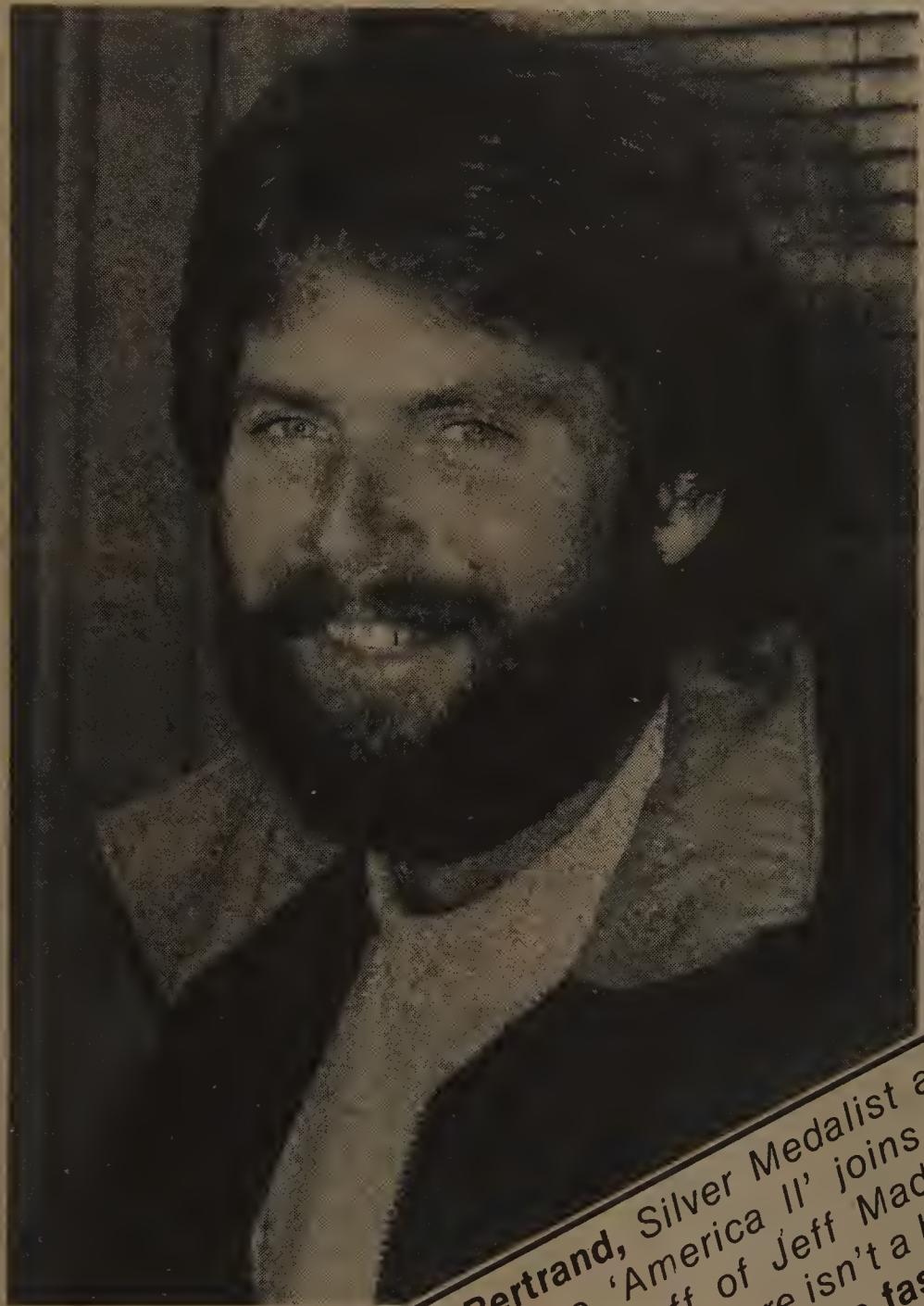


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LETTERS

□ TRADITIONS OF THE SEA

I often read adverse criticisms of commercial ships, especially those encountered at sea. I thought I'd drop you a line with some positive criticisms.

I recently delivered a yacht to Hawaii and back to San Francisco Bay. We spent a total of 40 days at sea and saw perhaps a total of ten ships excluding those encountered in the Gulf of the Farallones.

Almost all the ships responded to our call on VHF. Some saw us on radar and others did not. It really depends on how much sea clutter is being developed by rough water whether or not you'll be seen. Even with our Firdell reflector, we would not be seen in rough water conditions. A good many ships have two radars active, i.e. long range and short range, and they do have alarms.

We found the ships' radar helpful in that they could advise us of how many and where other ships were within about 45 miles of us and those ships direction of travel in relation to us, as well. Most ships have weather facsimile machines aboard, and one ship — a SeaLand container ship — gave us really great weather information every day via ham radio.

About 1,000 miles from San Francisco, we found our second water tank dry. I can't tell you how or why, it's still somewhat of a mystery. We had about 13 gallons left combining our beer, fruit juices, Pepsi and seven gallons of water. With ten days or so to go, we were okay but worried.

Two days later, the Evergreen Lines of Taiwan container ship *Ever Valor* came along. At the time, we were becalmed and repairing the engine. They came up on VHF and asked if we needed assistance. I responded that we were okay, really needed no help but if they could drop us some fresh water, we would be most pleased. Their response was affirmative, but that they could not stop or slow down. They made a circle around us and dropped off several containers of fresh water, as they passed our stern (about 200 yards). We picked them up with our dinghy, and although some were saturated with salt, we did get close to ten gallons, which relieved the pressure to no end.

I am always amazed at where I see ships. They do not run right down the old steamer lanes. This is only to say that just because you are a long way off the published steamer lanes, a good look-out is still needed.

So, as you can see, the tradition of the sea is still alive and well.

Peter M. Sutter
Sausalito

□ THE MEANING IS THE USE

I've got to pick a bit of nit with you, about your reply to John Humphrey's quotation from Chapman [Letters, August 1984].

I'm on Chapman's side. Now, "knots per hour" is a perfectly legitimate measurement — of acceleration, not speed. The term "knots" is a measurement of speed. Acceleration and speed are different things; just as sloops and schooners are different things.

Does objecting to a sloop being called a schooner indicate "an unhealthy obsession with rules and order"?

Besides, just plain old "knots" is easier to say.

Jack Wahle
Little Sebago Lake, Maine

Jack — Objecting to a sloop being called a schooner is an entirely different thing than quibbling over knots per hour versus knot per hour — except, of course, in places where everybody calls a schooner a sloop.

Most people think that quibbling over distinctions like knot per hour and knots per hour is a mark of intelligence, and causes no

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**"WE ARE NOT THE BEST BECAUSE WE ARE THE LARGEST,
WE ARE THE LARGEST BECAUSE WE ARE THE BEST."**

harm. This simply isn't true, as Wittgenstein and the other ordinary language philosophers demonstrated earlier in the century. Their major contribution was to expose many of the long-time philosophical problems as being nothing but language problems — brought on exactly by the kind of rigidity that Chapman embraces.

Like the ocean, the meaning and use of words flows and changes. To not recognize this flow is to end up with sentences like, "The King of France is bald", and not be able to say whether it is true, false, or meaningless. In other words, on the coral reefs of communication.

□ VERY IMPRESSED!

I would like to get Magnavox on your "good guys" list! John and I just completed a two-year cruise through Mexico and French Polynesia on our 29-ft sloop, *Flying Gull*. Before we left Mexico, we purchased a Magnavox 4102 SatNav. It was a wonderful piece of safety equipment. While sailing to the Tuamotus, we had 11 days of no sun and high winds. And six of those days we were sailing in the middle of those atolls. Unable to get any sun shots, the SatNav always told us where we were.

Once we arrived in Tahiti, we began to have trouble with the unit. We had the SatNav hand-carried back to the factory where they promptly fixed it and sent it back to us. Just before we left for Hawaii, the unit display board went out. We called Magnavox and they put the \$300 part in the mail to Tahiti. This is something they don't normally do. Only distributors are allowed to receive and replace parts, but an exception was made in our case because we had already had trouble and were nowhere near a distributor. The part did not work.

When we arrived back in the States, we hand-carried the SatNav to Magnavox and told them we felt it was a "lemon". Magnavox SatNavs are supposed to be one of the best. After a few minutes of discussion the girl went back to talk to her supervisor. Shortly thereafter she walked out with a brand new unit, and handed it to us with no charge even though the old unit was out of warranty.

We are very impressed with a company that will completely stand behind their product. Magnavox did all that they could to take care of our problems. We are very satisfied customers.

John and Debby Dye
Flying Gull
Hilo, Hawaii

□ YOU MEET THE NICEST FOLKS . . .

While reaching for a *Latitude 38* in the Little River Market up here in Mendocino County, I heard a voice, "Could you grab one of those for me?"

Me: "Sure. Great magazine, huh."

Stranger: "Yeah. Do you sail?"

Me: "No, but I'd like to. I fish, dive and love being on the ocean."

Stranger: "I've got a 38-ft sloop in Noyo. Next time you're down there, stop by and check it out."

Me: "I'd be glad to clean the bottom of it in trade for some sailing time."

Stranger: "Sounds great."

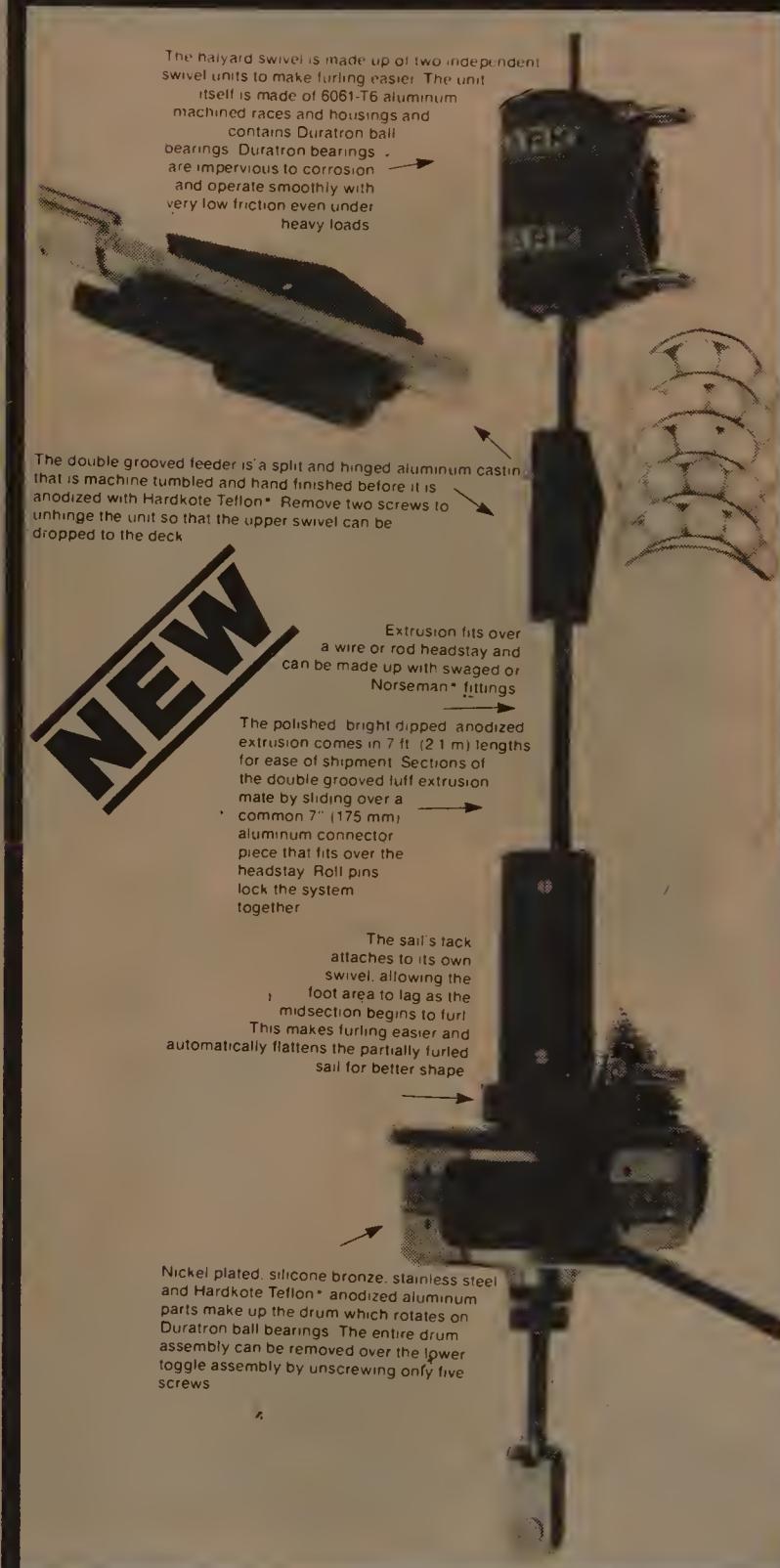
So, thanks to *Latitude 38* I've been out a few times and have learned some of the basics. One day we sailed down to Mendocino Bay and beat our way back, but usually it's just an easy in and out tack for a few hours. The quiet is so sweet after years of deafening motors. After a taste, I'm ready for more, more, more!

So, here's my \$5 and Mexico crew application. Although I can't offer skilled sailing, I do have some navigational and mechanical skills, and experience on the ocean (having fished commercially for salmon for five years, three of them on my own boat). I can also

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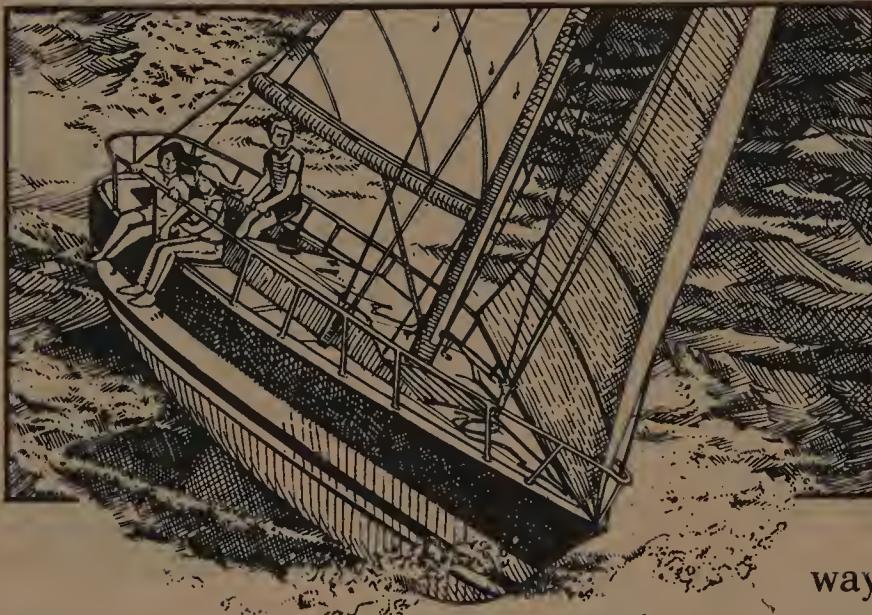


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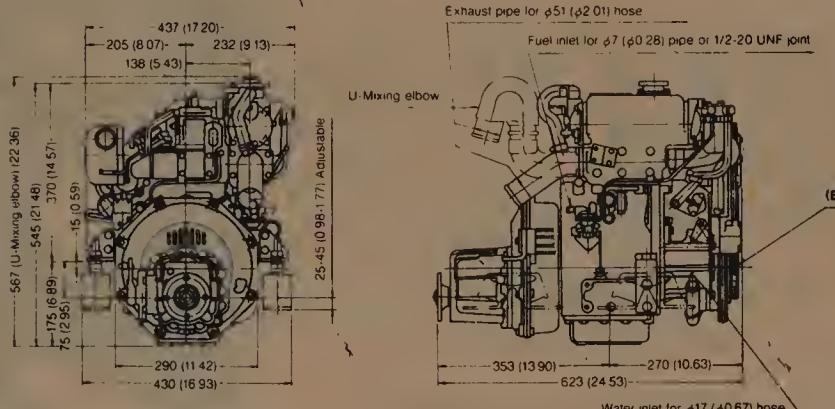
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catch fish, dive, and speak okay Spanish.

I've been to Mexico many times, usually for several months at a time, camping on a beach between Puerto Vallarta and Manzanillo, and I've always looked longingly at the boats sailing by.

I'd love to sail from Baja to the mainland and down the coast, or up the Sea of Cortez, or around Baja, or . . . I'm planning to be in Mexico from late December or early January—March. Before that I can be reached at: P.O. Box 344, Albion, CA 95410.

P.S. About your question 5, what do you mean by companionship anyway?

Dobie Dolphin
Albion

Dobie — It's whatever any two people agree to want it to mean.

□ RE-ENLISTING

Sign me up for yet another year of *Latitude 38*. I have yet to be disappointed with a single issue, and am confident that this will continue in the future.

I just returned from a visit to San Francisco. While there I saw several of the boats mentioned in *Latitude 38*. Unfortunately time did not permit any socializing with boat crews or owners, so perhaps next time I'll be able to make a few contacts with the California sailing crowd.

Boob Donaldson
Gig Harbor, Washington

□ LADIES & GENTLEMEN OF THE SAUSALITO PLANNING COMMISSION

My name is Robert M. Strebeigh. I have been a resident of Sausalito for about 35 years.

I speak tonight for more than 200 families in the Classic Yacht Association and nearly 800 families in Bay Area Boaters. These 1,000 families share the alarm of the many Sausalito residents who perceive a clear and present threat to this city, to the entire boating community and to a wholesome form of family recreation.

That threat is presented in two documents prepared by the staff of the Bay Conservation and Development Commission (BCDC) under the supervision of Commissioner Albert Aramburu of Tiburon. Those documents are: the Staff Report on Houseboats and Live-Aboards and the Richardson Bay Special Area Plan.

It is very important that you be able to examine both as you seek to evaluate the social and political implications of the Special Area Plan.

A determined effort has been made by Aramburu and his staff to prevent your doing so. They know that the Staff Report — which provoked an unprecedented storm of protest in Sausalito on August 18th last year — is doomed. They know that no self-respecting public body would adopt a piece of work that has been shown to be so shoddy, so terribly flawed. And they know that all the reasons for killing the Staff Report apply with equal force to the Special Area Plan.

That is why, when the storm broke last summer, Aramburu persuaded his fellow commissioners to postpone further hearings and action on the Staff Report until after they had conducted hearings and action on the Special Area Plan. The well-deserved death of the Staff Report would have doomed its Siamese twin, the Special Area Plan.

As a result, the Staff and Aramburu have been able to withhold from the Commissioners all public criticism of the Report on houseboats. I have here, and will leave with you tonight, two scholarly and devastating pieces of public comment that Aramburu would rather you not see.

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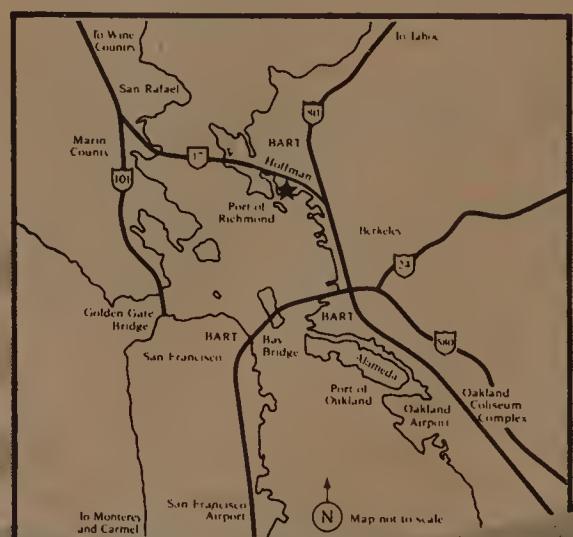
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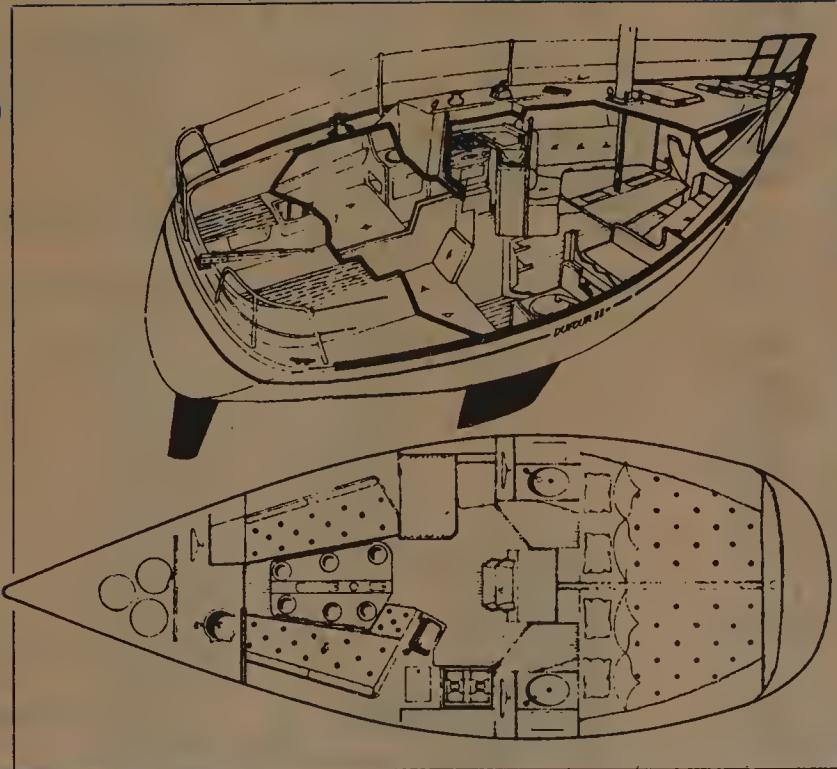
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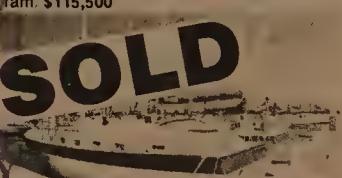
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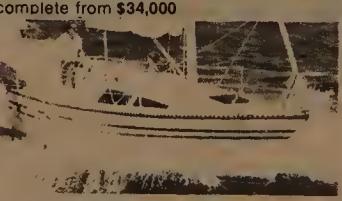
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LETTERS

The reason for all this tricky maneuvering is that the Special Area Plan is not what it purports to be. It is not intended to improve water quality in Richardson Bay. It is a document whose origins and ends are entirely political. Mayor Diament of Alameda summed it up in a letter to the BCDC: "The City of Alameda views the proposed policy as another attempt by the BCDC to usurp local land-use regulations."

That political scheming is plainly shown by the makeup of the steering committee Aramburu created to produce the Plan. It is utterly deceitful for anyone to pretend this Plan is the work of the four Richardson Bay cities, the county. Five of the eight persons on Aramburu's committee were either members or alternate members of the Bay Conservation and Development Commission. Almost all of the work was done by the BCDC staff.

How can anyone say that the City of Sausalito helped draft this plan when its only representative was an alternate commissioner who never sought the city council's views and never told the city council what was going on? Since when has any one public servant had the right to claim to be "The City"?

The result of the packing of that steering committee is a plan that gives the BCDC, Belvedere, Mill Valley, Tiburon and the county a strong say on development and use of Sausalito's waterfront. It gives Sausalito nothing. As a matter of fact, at a recent meeting of the Belvedere City Council, Margaret McCart, the consultant to Aramburu's steering committee, assured Belvedere that the City of Sausalito and the county had agreed to bear "the lion's share" of the \$104,000 annual cost of enforcing the Plan.

If Sausalito goes along with this scheme, it will set a terrible precedent for cities, harbors and marinas all over the Bay and Delta. It will greatly extend BCDC staff powers, legitimizing permit power that the staff is presently illegally exercising. I'm leaving with you a Coast Guard summary of those improper activities.

The entire process, in which this Plan was concocted, was awash with deceit and self-interest from the start. Among the most glaring misrepresentations were Commissioner Aramburu's repeated assertions that his plan would have no effect on liveaboards and the boating community. Those assertions were exposed in newspapers and magazines throughout the Bay Area as a tissue of lies.

But far more serious, subtle and difficult to unmask were the machinations of the BCDC staff, a performance so outrageous that *Latitude 38*, in a recent editorial, called for dismissal of the staff.

Pursuing its political goal of control of municipal waterfronts and Bay Area harbors, anchorages and marinas, the BCDC staff fabricated an environmental problem for which there is not one shred of scientifically acceptable evidence: pollution of the Bay by the boating community. I refer you to the text of research chemist Robert Olson's critique of the Special Area Plan as presented by him to the Bay Conservation and Development Commission.

In that critique, Dr. Olson explains why the water quality research of 1973 and 1981 — on which the BCDC staff relies — is worthless not only for purposes of comparison but in itself. What is shocking is that this and many other shortcomings of the staff's underlying research were presented to the staff in response of the Pacific Inter-Club Yacht Association's February response to the Staff Report on Houseboats and Live-aboards. Not only has the staff ignored this and other constructive criticism, it has — as a result of Commissioner Aramburu's manipulation of the hearing process — been able to withhold that PICYA response from the other commissioners.

A perfect example of the staff's readiness to misrepresent facts, if that will help its case, is the repetition in the Special Area Plan of the false statement that "coliform bacteria can transmit disease to

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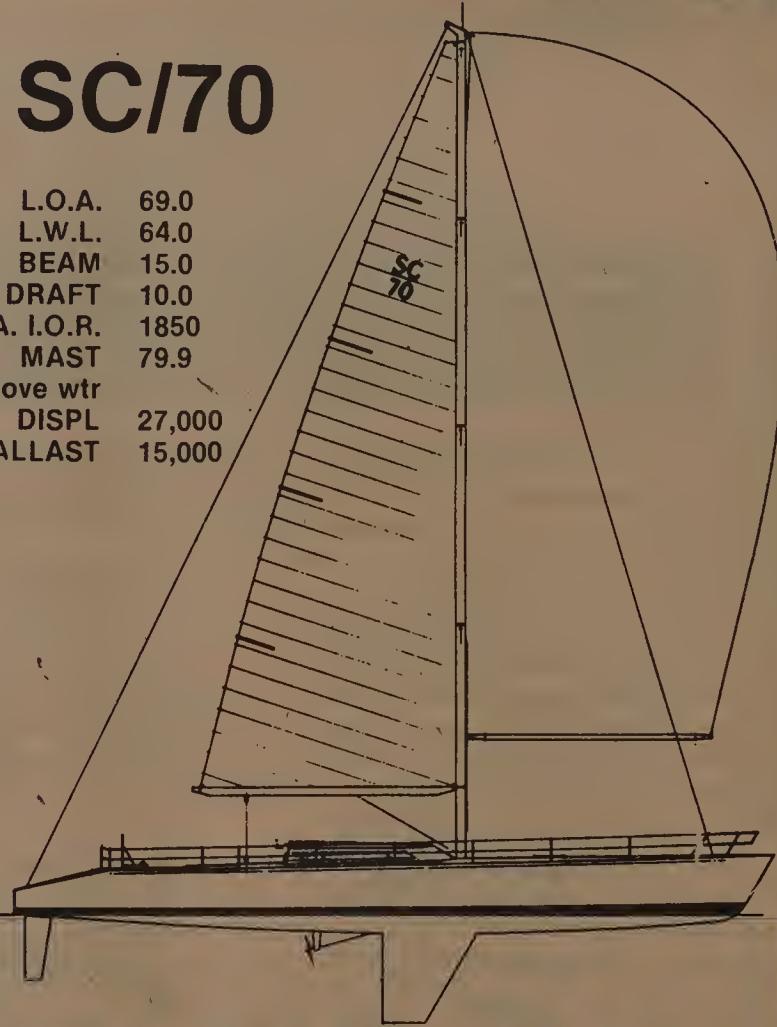
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L.W.L. 46.5
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LETTERS

humans", a falsity pointed out to staff last winter during steering committee hearings on the Plan.

But if the staff is willing to bear false witness, it is equally ready to ignore any damaging truth. So staff ignores painstaking research by British scientists who show that the coliform bacterial count — on which the staff relies — cannot prove the presence of human waste, because the volume of fecal coliforms produced by waterfowl is so much greater and the ratio of fecal coliforms to fecal streptococci is so much higher than man's. I am leaving with you this evening a copy of that research and two related letters to the Marin Audubon Society and the county health department.

I also refer you to copies of the Coast Guard's objection to much of the staff's proposals as violating federal law and a copy of the Bay Area Boaters' statement of its views on the issues raised by the Special Area Plan and a list of many important water-oriented agencies and organizations, not one of which has approved the BCDC staff's proposals. Indeed, I assure you that if you take the trouble to call every marina operator or harbormaster from San Jose to Stockton you will not find one that will say a kind word about the BCDC staff and its work.

I respectfully urge that this Commission reject the Plan and ask the City Council to appeal to the BCDC not to adopt it as an amendment to the San Francisco Bay Plan.

Robert M. Strebeigh
Sausalito

BITING THE BULLET

"Collision Damaged Multihull Saves Crew".

I sort of think the above would have been a more appropriate head than the one that appeared recently claiming the capsized for poor *Double Bullet*.

[Editor's note: *Double Bullet* is Bob Hane's 61-ft catamaran that last year set a new TransPac sailing record, but was lost during this year's Quebec to St. Malo Race.]

I mean for goodness sakes, doesn't anybody remember the ketch that hit something during the TransPac a few years back and went down in moments without a trace? (I think six minutes was the number I heard.)

And here we have noble *Bullet*, burst a hull while sailing along, and the poor lady still hung around long after the crew was discovered and carried off by a friendly steamer.

A little applause, please, for yachts which float. Somehow it seems primary to survival at sea.

By the way, for all of the folks out there who love sailing for the same reasons that I do: i.e. the feel, the smell, the sense of freedom, getting along with nature instead of confronting her, peace challenge, beauty, and the wonderful feeling of quiet and balance going up the wind when everything is working right, the exhilaration of rushing along wave tops when a reach is in perfect harmony with the weather — for folks who love these things I'd like to recommend multihulls.

It isn't the speed, guys, it's how very much nicer they are to sail on. Floating ranch houses excluded, of course, I'm speaking of sailboats. Multihulls are worth a look.

Charles Beyor
San Francisco

Charles — There are many stories of damaged multihulls providing shelter for their crew until help arrived. Unfortunately *Double Bullet's* is not one of them. After the 61-ft cat hit a log and pitchpoled, the crew had to scramble into the liferaft with just the clothes

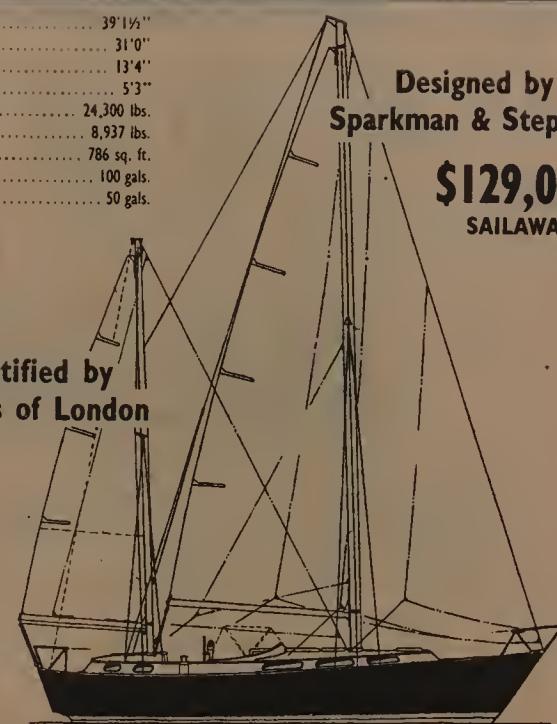
SWIFT-40

L.O.A.	39'1½"
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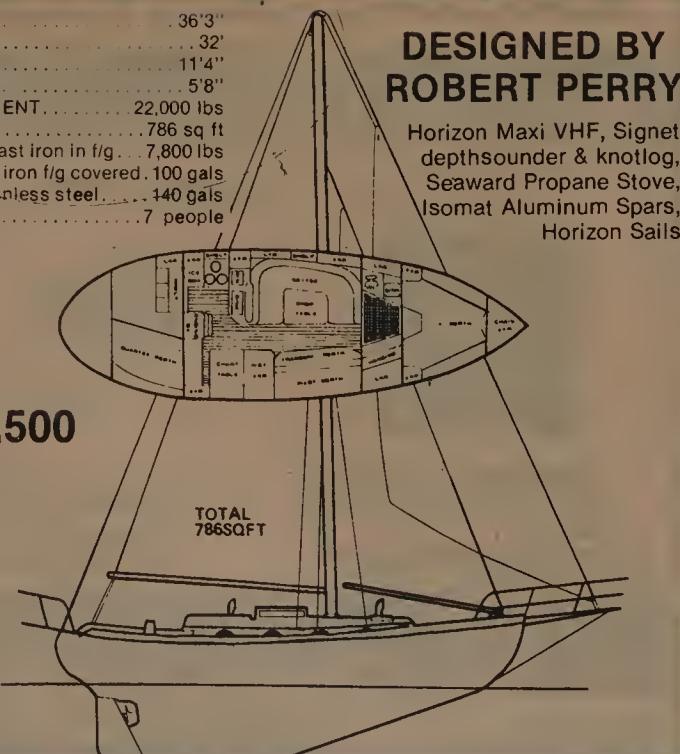
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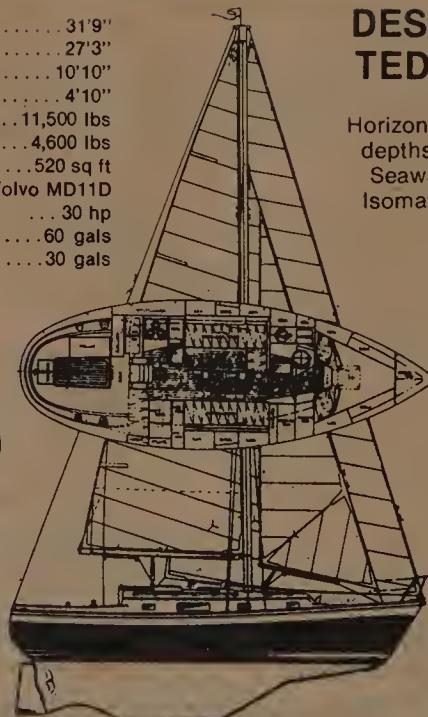
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Isomat Aluminum Spars,
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LETTERS

on their back and an EPIRB. When picked up in the mid-Atlantic by a tug, Double Bullet was lying on her side.

Double Bullet has had a checkered career, marked by elapsed time records and breakdowns. Her most famous record, the seven-day, seven-hour run from Los Angeles to Honolulu did not come easily. In her first attempt back in 1979 the boat started to come apart in heavy seas just 24 hours into the race. In 1981 Double Bullet lost one rudder 250 miles into the race, but continued on at a blistering pace. When her second rudder gave out 300 miles from Honolulu so did her shot at a record. In 1983 owner Bob Hanel's perseverance paid off, as the big cat clipped more than a day off Merlin's record, putting the TransPac back in the hands of the multihull fleet.

Incidentally, Charles, there are a number of monohulls that have sunk rapidly, but none in the TransPac. The Los Angeles to Honolulu race has a perfect safety record since its inception back in 1906, a clean slate the race's organizers are justifiably proud of.

We believe the ketch, Spirit, you are referring to was just making a pleasure cruise back from the Islands when she was flipped — the courts say most probably by a whale or submarine — and her transom ripped out. The survivors of that tragedy report the boat went down in less than two minutes.

There was a sloop named Spirit, an S&S 33, that had raced in a TransPac, and was lost on the trip back to the mainland. She just left the islands and was never seen or heard from again.

ITS TIME HAS COME

The Crew List for Mexico is a great idea. Many boats lose crew by the time they reach La Paz.

This, the area around Loreto, is a great cruising area, but many boats are being singlehanded by the time they reach Escondido. So send a busload of crew down. We need them.

Bob Arwintenx
Ty to Alba
Tripui Marina
Loreto, Baja Sur

SAILBOATS THAT DIDN'T PASS IN THE DAY

I would like your assistance in locating the owner of a boat with which I collided on September 3, between Angel Island and Alcatraz Island.

I was sailing a Santana 22 on starboard tack, beating toward the Marina Green. We were struck by a Pearson 32, which was on port tack, heading toward the north side of the Golden Gate Bridge. This event occurred around 2:30 p.m.

We were hit by the stern of the Pearson on our leeward bow. We jibed around to recover. The Pearson fell off onto a broad reach heading toward Tiburon. We could not make out the boat name or complete sail numbers, although the first two digits could be read as 18. The Pearson was white hulled flying a blue-edged roller reefed genoa and main. Our impression was that the boat was new, since the sails and hull appeared to be very white. We did not trail the Pearson since we were then unsure of the extent of our hull damage.

We sustained minor hull damage, but fortunately no personal injuries. It was very distressing to us that the Pearson did not turn when hailed, since there was no doubt that a collision had occurred. If any other boats were in the area and witnessed the incident, I would appreciate their assistance. And, if the owner of the Pearson would be willing to come forward, it would make us feel better to know that some courtesy might be extended after such an accident.

Laurence Corash, M.D.
41 Vicente

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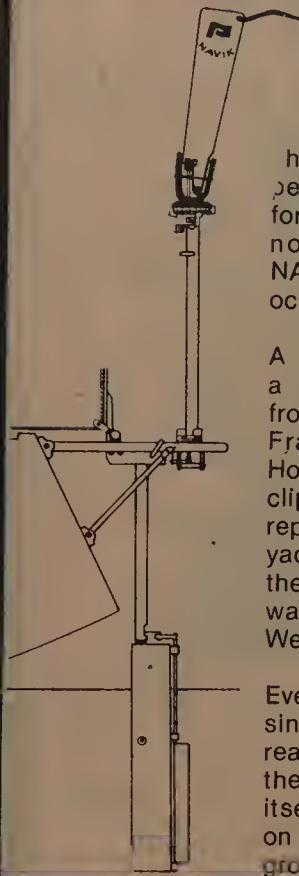
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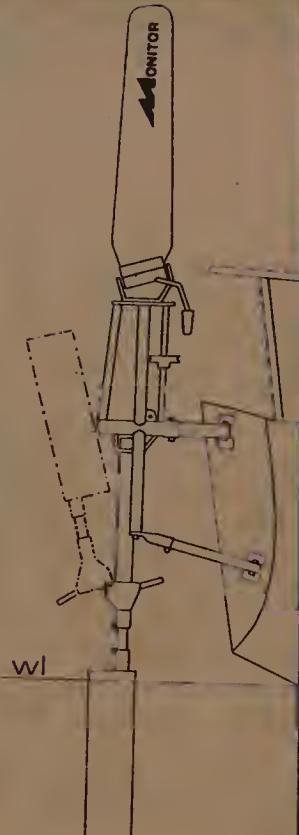
The AT-50 has the fastest reaction of any tillerpilot and develops 100 lbs of thrust. For simplicity and to avoid breakages the compass is incorporated in the pilot housing. Through internal gimbaling it still functions at 45 degree angles of heel. Several other unique design features make the AT-50 the absolute state of the art in its class.

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LETTERS

Berkeley 94705

Readers should be advised that after any contact between boats they are obligated to check and see that the other vessel has not been rendered unseaworthy. To not do so entitles you to potentially be in a heap of trouble.

On the same general topic, Coast Guard regulations require boat-owners to notify the state boating authority — in California that would be the DMV — within ten days after a collision which results in a boat suffering more than \$200 in damage. With the cost of fixing boats being what it is, that's about no damage at all.

If it's been a real bad accident with a death or an injury requiring medical addition beyond simple first aid, you have 48 hours to notify the state authority.

All the above stuff is what the law requires you to do. Common courtesy requires an even great degree of care.

I FOUND THE PLACE

I have a 40-ft Searunner Trimaran, and for the past five years have sailed to Mexico, the South Pacific, Hawaii and back. Needless to say, the "Ole Gal" needed a total facelift (the boat . . . not me) since I am planning another long trip and will leave as soon as possible. Earlier this year I began this awesome task, and have completely painted every square inch of the interior — even the bilges.

Then the time came to haul her out. I picked up the phone and called the closest yard to set a date — how innocent I was. Little did I realize that the Bay Area boatyards absolutely abhor multihulls. I was treated rudely by some, laughed at by others and ignored. The prices quoted to lift her out were from \$600 to — are you ready for this — \$2,000. I felt sick. After calling everyone I finally found out that my only choice was to travel to Vallejo if I wanted a reasonably priced haul-out.



The old gal getting prettied up for another cruise.

I was actually contemplating traveling to Southern California where multihulls are not treated with such disdain, when I happened to see an ad in your marvelous magazine. I read "The Ramp . . . Under New Management". I thought, "What the heck. It doesn't hurt to ask", so I called them. I talked to the yard manager, Jock Maclean, and he not only agreed to haul her out at the normal charge of \$3.50 a foot, he actually came down to the marina to mea-

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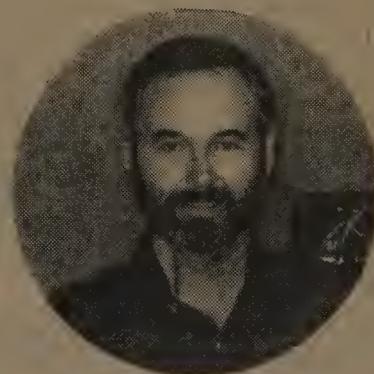


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LETTERS

sure and plan the haul-out. You see, my boat cannot be hauled with straps. There are four lifting eyes attached to the deck so all you need is four wire slings. We set the date and started preparations.

I want you and all the Bay Area multihullers to know that The Ramp, now called the San Francisco Boat Works at 845 China Basin, treated us wonderfully. Jock is great to work with and all the workers there were friendly and helpful. We were there for 17 days — three hulls remember — and at time had as many as ten friends and relatives helping. Never once did anyone complain. The crane operator is an expert, he treated my baby with kid gloves. They set her down on a mobile cradle and Jock said, "We can move you around if necessary, so stay as long as you like." With a bar and restaurant in the yard, it made it almost too easy to stay.

I know this will sound ridiculous but we actually enjoyed the haul-out. Thank you Jock and all the other "Good Guys" at the San Francisco Boat Works. And thank you, *Latitude 38*, for printing their ad when I needed it most.

Joyce Clinton
Galadriel

Joyce — That's a great story.

Actually we'd like it if you gave us a call. We'd like to do an article on your multihull cruising, knowing that too, would be a great story.

□ NUTS TO KNOTS

Whether it's Chapman's, Webster's Dictionary, International Maritime Dictionary (de Kerchove), — or any of hundreds of other references — the answer is always the same. It doesn't matter which coast or which country of the world. A knot is a unit of speed. The term "knot" means velocity in nautical miles per hour whether of a vessel or a current. It is also the measurement of a section of a (chip) log line usually 47-ft and 3-in long.

When you carelessly or blindly say 'knots per hour', you are saying 'nautical miles per hour per hour' — and now you are talking acceleration rather than speed. As a lifelong — now retired — sailor, I contend that acceleration doesn't have a whole helluva lot of relevance in sailing.

I recently renewed my subscription. This one faux pas doesn't blunt my regard for your excellent publication.

George Hostetter
Birmingham, Michigan

George — We're telling you guys it's rigidity such as this that got Descartes into the old mind-body problem. Don't be blinded by science.

□ SHINING STAR

I want to comment about a product, with service which I've found outstanding. After purchasing an Aries windvane from Nova Marine of Alameda, I've put 7,000 miles on it. Only two problems have come up. The good news is both times it could be jury-rigged, enabling it to still operate.

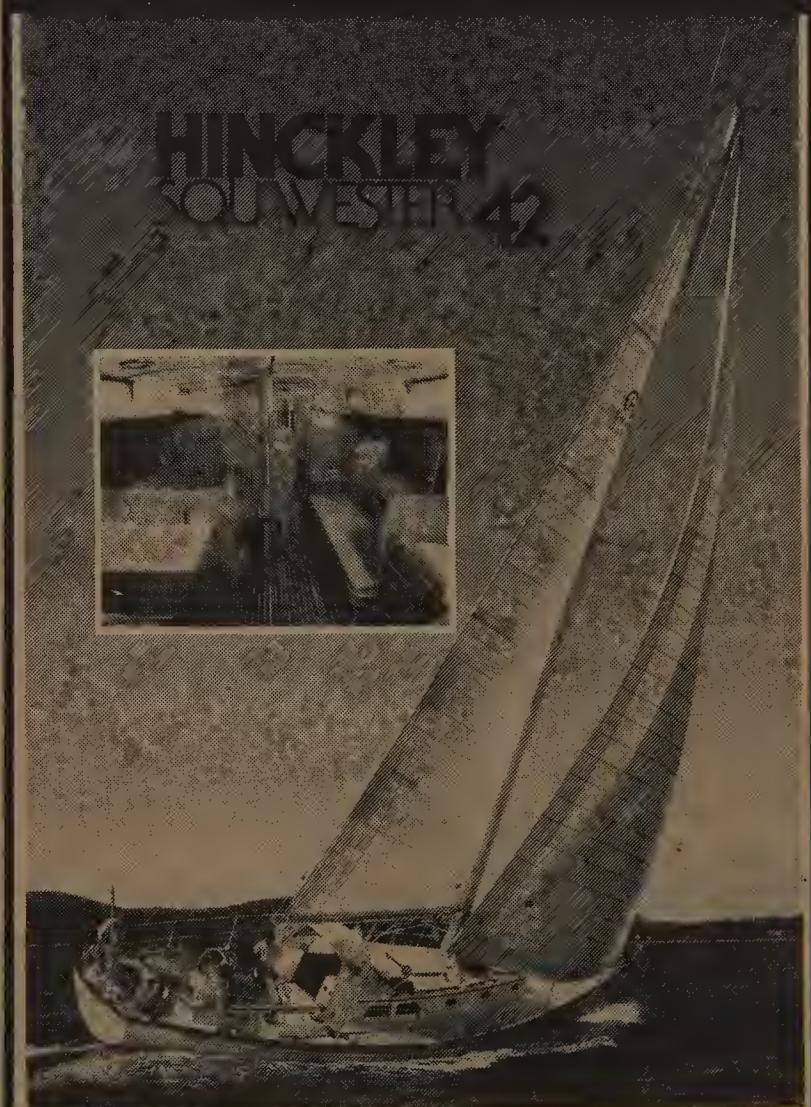
From Hawaii I wrote to the dealer, Richard Clopton, in regard to the first problem. It only took four weeks from the time I wrote until I received the parts from England.

The second time I wrote to Marine Vane Gears Ltd. in England direct from Papeete, Tahiti. Not only did I receive the parts from Nick Franklin the same month as writing, but he sent extras at no cost. How nice to have exceptional service and people such as these to do business with.

Long live Aries! She is our third hand and we are more than just

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BEAM	12'6"	FUEL CAP. 60 gallons
DRAFT: board up	5'0"	WATER CAP. 160 gallons
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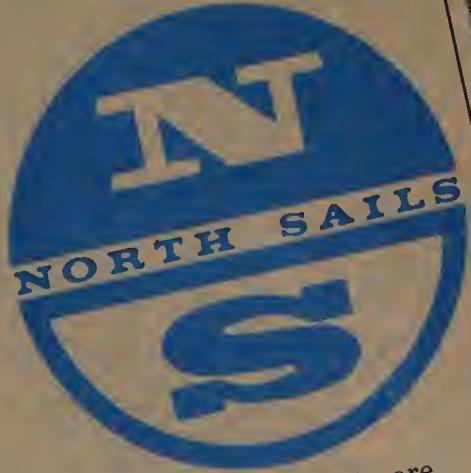
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LETTERS

happy with her.

Richard Perenor
Peti Babe
Papeete, Tahiti

□ ONE FOR THE LIST

Although Datamarine is probably already on your list of good guys, we are writing to request that you give them another gold star from *Morgan's Choice*.

Last fall we purchased an older 26-ft S-2. As with almost any used boat, it came with a list of fix-its, replace-its and let's-change-its, including a Datamarine depthsounder that wasn't reading properly.

We removed the unit and took it to Cal-Marine in San Francisco, local dealer and service agency. They kept it for a week-and-a-half and charged us \$20 to open it up and diagnose a terminal, nonoperable condition as, in their opinion, our unit was "so old" it was unrepairable. (Our vessel was built in 1975, and we can only presume the unit was installed with the vessel.) Their solution to our problem was that we purchase a new unit for just under \$400!

As this was definitely not on our list of considered — or even possible — expenditures, we sent the unit directly to Datamarine in Pocasset, Massachusetts, with an explanatory letter. In the same week and a half it took Cal Marine to look at it locally, Datamarine, on the other side of the country, repaired the faulty reading and replaced both the plastic housing case — which was chipped — and the plastic face — which was scratched — all for \$35!

We have been sailing for nearly a year now with the repaired unit, which still functions perfectly. We will certainly be sure that any future vessel we own has a Datamarine depthsounder as they really stand behind their product and provide excellent — and fast — service.

A.M. Waggoner and K.B. Morgan
Moss Beach

A.M. and K.B. — Thanks for the letter and good on the folks at Datamarine. We replaced our 1979 Datamarine depthsounder with a new one this year after the digits started looking more like mandarin characters on a chinese restaurant menu than numerals. Now we think we'll ship the old one back to the factory and have it fixed for a back-up.

A couple of words in defense of Cal Marine, who by comparison with Datamarine, appear in a less favorable light. Twenty bucks is not exorbitant for checking out a piece of electronic equipment (we paid \$35 for a similar check of another brand at another shop); ten days is not an overly long amount of time to have, nor can a single shop be expected to have the housing cases, the plastic faces, and the other parts in stock for all the Datamarine products that have been made over the last ten years.

Our experience has been that sometimes — depending on the problem — it's cheaper and faster to return the electronic item to the manufacturer and that sometimes it's cheaper and faster to take it to a local repair shop. Unfortunately you rarely know which is which until after the fact. It's best to explore both avenues before plunging into a great expense.

□ SANI-FEM OVERBOARD

I hope you can help me locate a distributor for 'Sani-Fem', the wonderful funnel-like device Lyn Pardey designed. I think it's a great boon to women sailors; unfortunately I lost mine overboard and they are — as you might imagine — impossible to locate in Palau.

Now that we on *Pacific Peacemaker* have decided to wait out the

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LETTERS

typhoon season here in Palau, I will have time to put together some information about our 1984 voyage through Micronesia, sailing for a nuclear free and independent Pacific. We have learned a tremendous amount from the Micronesians in their struggle against U.S. military domination of their islands.

In the meantime, if you could send me the name and an address and ordering information for a Sani-Fem, I would greatly appreciate it.

Ann Ford Schroder
Skipper, *Pacific Peacemaker*
Palau

Ann — Sani-Fem is the distributor of the little rubber gems that the press has occasionally made fun of but that women sailors seem to appreciate so much. They're at P.O. Box 666, Downey, California 90241. Or you can call them — but probably not collect — at (213) 928-3435. If Lyn Pardey designed that product, it's news to us.

We wish you on *Pacific Peacemaker* the best of luck in your Nuclear Free Pacific endeavors, especially if you ever get up Vladivostok way where you have the definitive example of military domination.

□ NOT DINGHY AT ALL

Some of your readers — like Leslie Eynon in the July issue — might like to know that an active association of open boat cruisers exists on the West Coast. It's called the Dinghy Cruising Association — America. It's for people with open boats who want to cruise more than race. The group is affiliated with the Dinghy Cruising Association of England, where a dinghy is more like a 18-ft Drascombe lugger than a Fireball or Fatty Knees.

There are more than 100 members of the DCA across North America with most concentrated on the coast. Currently there are two chapters: Frisco and Seattle. The purpose of organizing is to share information about small boat cruising and to meet others with a similar interest.

The Dinghy Cruising Association has held cruising rallies in Frisco Bay (camping at Angel Island), Tomales Bay, the Delta, Lake Tahoe, and Baja. Yes, members trailered boats to Conception Bay, launched and sailed down to Loreto.

The Pacific Northeast chapter sails up in that area, including Vancouver Island, British Columbia.

Membership included the newsletter, *Swamped*, the vehicle for sharing information about cruising. It has featured articles on different designs, on cruising grounds such as Alaska and Baja, and problems such as towing and swamping.

Dues are a buck a month (that's \$12 a year), and include a directory of members, notices of association cruises, and the newsletter. Interested folks can write to: Dinghy Cruising Association — America, P.O. Box 881543, San Francisco 94188.

Douglas Knapp
San Francisco

Douglas — We got charts for Baja, Alaska, Seattle, the Delta, Lake Tahoe, Monterey Bay, Tomales Bay, Vancouver Island and all those. But our chart guide doesn't list any Frisco Bay. Can you tell us where the hell that is?

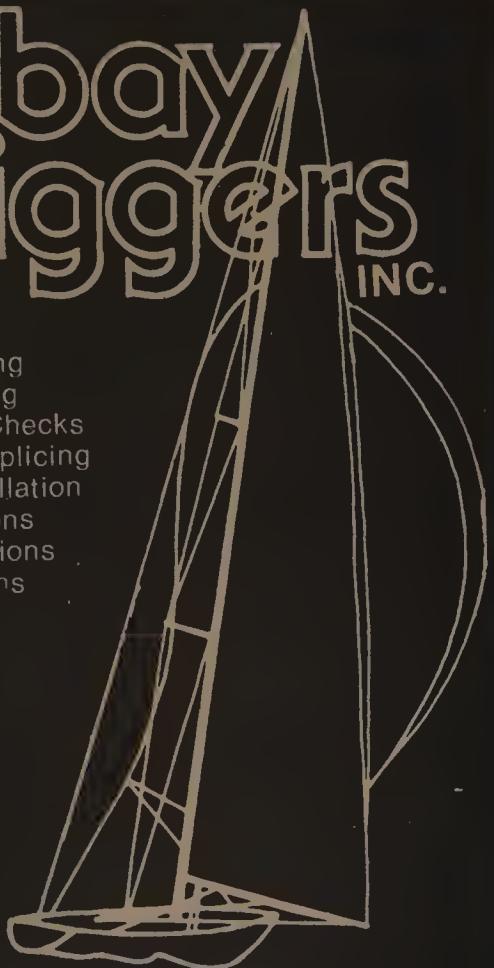
□ THE POLYNESIAN PERSPECTIVE ON LAW

As a sailor who is also a lawyer, I take a special interest in your reports on marine litigation, such as the suits arising out of the Cabo San Lucas disaster, and the *Spirit* case, brought by relatives of the

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deceased sailors against the Avon liferaft company. As sailors, I suspect many of your readers often share my dismay at the apparent reasons for some of these suits. Perhaps all too often we have a feeling that the plaintiffs are wrong to sue and that, based on the facts as we read them, they have never learned or have forgotten the virtues of self-reliance, and perhaps are too eager to blame others for what may be just the consequences of their own poor seamanship, or inevitable risks of the sea.

Regardless of the merits of any particular case, there is a general perspective on this subject that has so far not appeared in your reports which may interest your readers. Very often it is not the named plaintiff who is really pursuing the case, it is the plaintiff's insurance company.

As an example, John's boat and Bob's boat collide one foggy day, and John's boat is seriously damaged. Responsibility is disputed. John's insurer pays John for the damage to John's boat, because like most property damage policies, John's covers his property damage whether the damage is caused by John's negligence or someone else's. Having paid John, John's insurer acquires whatever rights John may have had to sue other people, in this case Bob, who may have caused the damage to John's boat. This is called the insurer's "right of subrogation" and it is written into virtually every insurance contract. Although John has been paid for his losses and probably doesn't care too much what happens in a suit against Bob, John still has a duty under his insurance policy to cooperate as a witness and otherwise in a suit against Bob.

The suit is filed in court and it's called "John vs. Bob" because John's insurer has the right to sue in John's name. Usually the court papers, normally open to the public, will never indicate that it is a subrogation case, that the real plaintiff is John's insurer, not John. The lawyer for "the plaintiff" is not likely to tell anyone that an insurance company is actually paying the bills, and at the trial, the jury is not told that plaintiff John has been paid by his own insurer, nor is the jury told that a judgment against Bob will be paid (if at all) to John's insurance company. Like the jury, those of us in the public will never know if the driving force behind the case is plaintiff John or John's insurer, but if we know that John has previously been paid an insurance settlement from his own insurer (as appeared occurred in the form of a life insurance settlement in the *Spirit* case) it's a good bet that the "real" plaintiff is the named plaintiff's insurer.

Of course, there are many complex variations on this theme. For instance, if John had incurred medical expenses but had no medical coverage under his policy, he might in effect become partners with his insurer in the prosecution of the case in order to recover different or additional damages from Bob, beyond whatever John had already received from his own insurer.

There are sound legal principles behind all these concepts (believe it or not) and my point here is not to explain or attack or defend all the complexities of the law of subrogation. Rather, the point is that when we read that John has sued Bob, and if we feel that the suit doesn't have merit, we shouldn't be too quick to think that John has lost his marbles and sea sense, because the decision of whether or not to file suit may well have been decided not by good 'ole Skipper John, but by non-sailors in John's insurance company, their attorneys and advisers, etc.

I do not mean to imply that insurance companies and their attorneys *always* use poor judgment or are ill-informed when deciding whether to pursue a subrogation case; in fact, the opposite is usually true. At the very least, when our Skipper John is a material witness as to causation and liability, and if he does not feel and cannot honestly and convincingly testify that it was Bob's fault, obviously the

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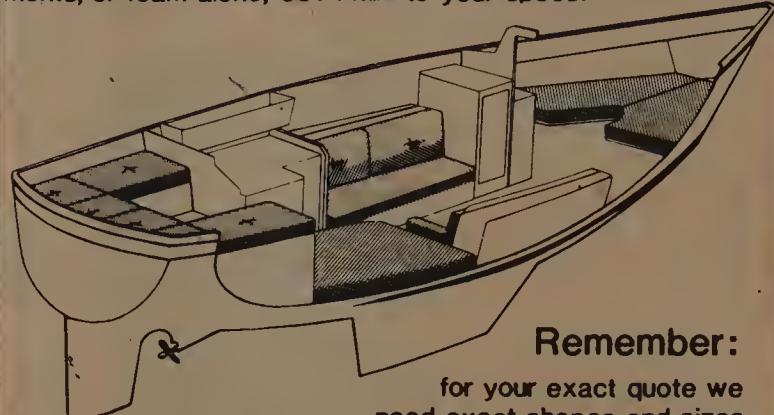
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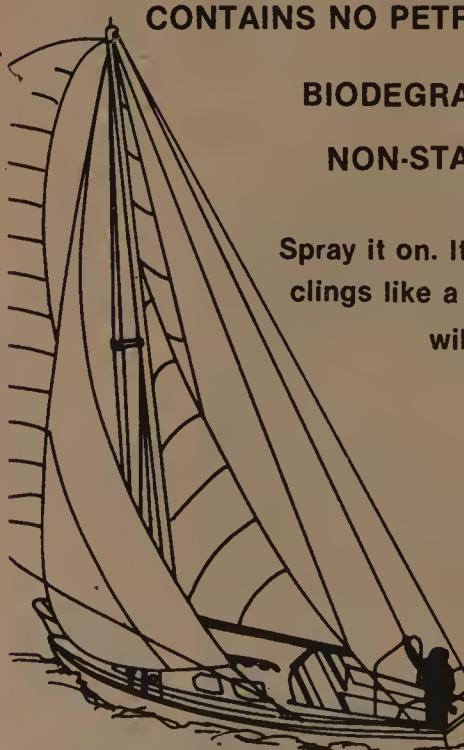
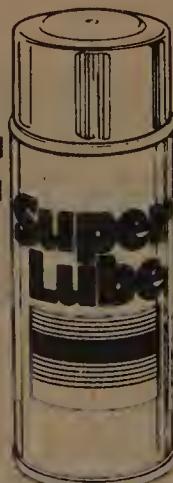
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insurer won't pursue the case. Perhaps some cases are filed by an insurer for subrogation recovery that would otherwise be forgotten or forgiven by the individual plaintiff, especially if he's been paid under his own insurance and no longer has an economic necessity to recoup his damages. But it is more often likely that the relatively objective, business-like atmosphere of the pros produces better litigation decisions, based on better judgment, than does the atmosphere of impassioned certainty, pride and righteous indignation that too often drives the individual plaintiff to the courts.

If I start yakking about the factors an insurance company or an individual should and usually does take into account in deciding whether to sue or not, you will continue to doze off and there won't be time to finish my *Hinano* before I collide with John and Bob, for lack of a proper deck watch.

Ron Shannon
Yacht Rouser (of Santa Cruz)
Tahaa, French Polynesia

Ron — That's an excellent point you make. And quite honestly, we don't know how many of the lawsuits we've written about were 'caused' by subrogation and how many were simply brought on by individuals.

Nonetheless we've got to confess to something really terrible, Ron. The more we experience and the more we learn about the American system of justice, the more we think it stinks. We've seen court cases that make street corner stick-ups seem lofty by comparison. We've seen court cases that are greater shakedowns than any Mafia 'protection' ever was. And sometimes it seems hell will freeze over before we ever see a case decided on its merits rather than by who has the juice.

Yes, we realize full well that we have no alternative system, and that many of our readers are judges and lawyers. Nonetheless from the depths of our hearts we find ourselves incapable of not being in contempt of courts.

Half the country worries about nuclear war, the other half worries about cancer. We must be weird, cause we spend most of our time worrying about being abused by justice.

□ THE LAST ONE

I am seriously considering building some type of Folkboat in the very near future, and would like to do more research on this seaworthy craft.

I have been referred to you by *Wooden Boat* magazine as to an article in your publication, March 1981, "Nordic Folkboat." If possible would you send me a reprint of this article because I am very impressed by these boats and think it would be a perfect boat for cruising the waters of Puget Sound with my wife.

Paul R. North
Edmonds, Washington

Paul — Back issues of *Latitude 38* are available for \$3. We've got just one of that issue left.

Folkboats have been extremely popular in San Francisco Bay over the years. If you ever get the chance, you should come down and have a peek at a few.

A variation of the Nordic Folkboat is also the vessel used by the 'sailing granny', Ann Gash, in her trip around the world.

□ DON'T GO TO HELL, COME TO MEXICO

I would like to respond to Mr. Dahl's letter about American Coastal Cruising School's advertising in the August and current issues of

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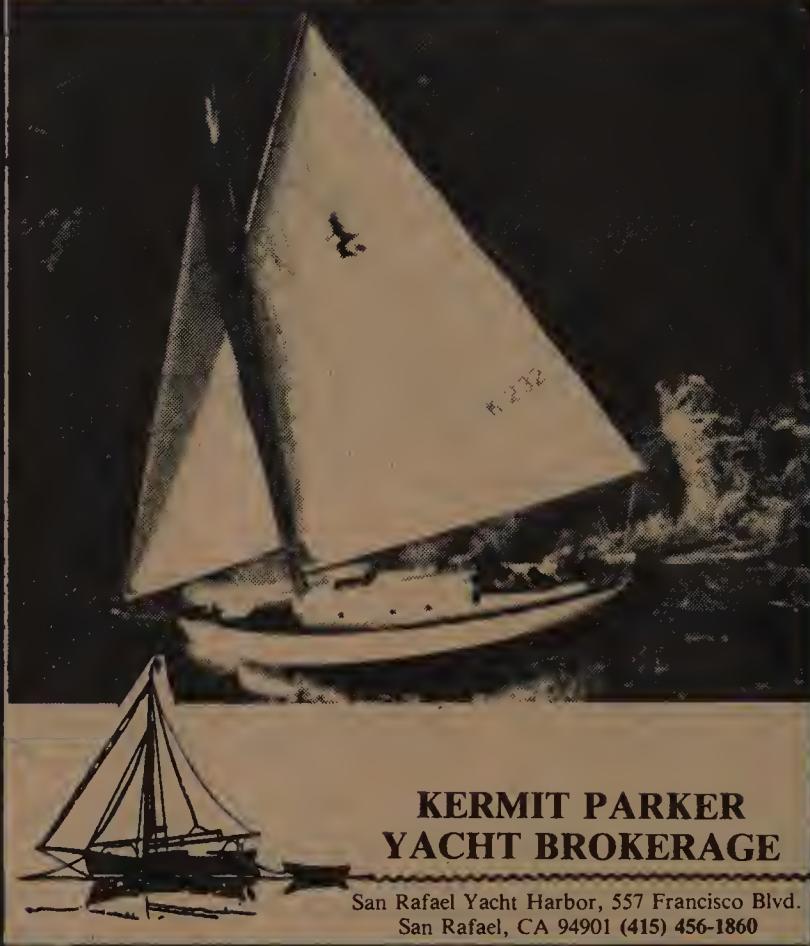
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LETTERS

Latitude 38.

The ad was designed by me. Its purpose was to make people double think about this rare opportunity to sail to another country. Our potential students — in general — so often make up excuses why they can't do things that it has become second nature to them. They accept that and I don't want them to. I want them to kick, scratch, scream, and solve the problem by discarding any excuse that will prevent them from going on the adventure of a lifetime.

If Mr. Dahl would take more time thinking about the adventure and less time thinking about being insulted, I would be more than happy to include his name to the list of do-ers — not dreamers — by sailing off and obtaining our mutual Everest! Specifically leaving for Mexico December 1st.

Mr. Dahl, please give me a call! Our telephone number is listed on the Americana Coastal Cruising ad in this issue of *Latitude 38*.

Larry Laurence
Americana Coastal Cruising School
Sausalito

WE'RE NOT IN A POSITION — OR QUALIFIED — TO JUDGE

I have seen good guys awards and bad guys lists, but this is more like a Scrooge award and it's not even Christmas. A couple of years ago I saw an insurance program advertised in the USYRU newsletter. I was impressed with the idea that the insurance was tailored for racers and covered breakage. Even though I had had no breakage on my boat at the time, I thought that it would be prudent to be insured for it.

Well I have a new boat and I had something break, specifically a chainplate knee started to delaminate. To repair the damage cost \$1,800. United Pacific Reliance kindly wrote me a check for \$16.

You see I had a \$700 deductible, and the insurance company decided that the breakage was a latent defect and would not cover the cost of the replacement part. They also disallowed the cost of designing the replacement. This experience only serves to reinforce my belief that insurance is divided into two segments: sales, to maximize cash inflow; and claims to minimize cash outflow. Unfortunately the USYRU insurance program is no exception to the general rule.

I was tempted to take the matter to small claims court, but I am leaving for the South Pacific next month and have little time to get a court date, and more interesting things to do. I will, however, probably cancel my policy, and spend whatever the refund is on something useful.

Chuck Warren
Oakland

Chuck — The unfortunate thing about 'bad guy' letters — and why we are reluctant to publish all of them — is that we often know so little about the topic or circumstances.

Because if we were being frank, we'd have to admit that chainplate knee delamination sure sounds more like a case of a latent defect — as the insurance company suggests — than a case of something breaking. It's sort of like sails; do they wear out or do they break? Off-hand we'd normally think the former. And the very fact that you deemed it necessary to have the new chainplate knee redesigned would also seem to support the contention there was a latent defect.

So the insurance company doesn't sound like such a bad bunch of guys to us. But remember, we know nothing about this case whatsoever — including the wording of your insurance policy — except what you've told us.

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LETTERS

In several of your issues I have read complaints and fears about being hurt by the boom.

Yes, it's true, a boom can be dangerous. It could break some of your standing rigging or an inattentive crew's head.

Some readers advise wearing a helmet or crawling underneath. But there are some safety devices that have been proven very efficient. A single line used as a preventer, or a more sophisticated Walder boom brake which will prevent any violent movement, will let you enjoy your sailing without having to worry about the boom.

I am for safety, but convenience, too.

P.S. Congratulations for your work, I don't miss an issue.

Denis Derendinger
Los Angeles

ONLY SKIN DEEP.

I enjoyed your article about blisters, but I do not share the opinion expressed that the fiberglass will eventually delaminate or otherwise disintegrate in any reasonable time — say 20 years or more.

To make my point, simply ask yourself how many thousands of boats are sailing around with salt water — and fresh water — in the bottom of unpainted bilges, and with no ill effects.

I agree that blisters are unsightly, they detract from a smooth bottom and are certainly psychologically devastating to racing, although they are probably not as harmful as one bad tack. I raced a Cal 2-30 rather successfully for years with so many blisters it was hopeless to fix them all without completely removing the gel coat and starting over.

It seems to me the best solution for manufacturers is not put gel coat on in the first place — as, according to Paul Kaplan of Cityachts, the folks at Baltic and Swan have decided to do.

The best solution for those of us with gel coats in place is to fix the really bad blisters as they appear, primarily if they are in laminar flow areas of the hull, keel or rudder. Paint over the rest and expect more the next time you haul. Of course if you have a grand prix racing machine and price is no object, but all means fix them all each time you haul.

P.S. My C&C 36, *Chablis III*, has developed a few blisters after five years.

Dave Few
Ames Research Center

Dave — We suspect that the deep concern felt by boatowners is not about the simpler cosmetic blisters as such, but the ones that go rather deep into the laminate and perhaps threaten the structural integrity of the boat. As yet there aren't many of these — some say none — although we know that one Valiant 40 on the east coast was donated to a charitable organization — liability waived — for this very reason. The more widespread concern is that somehow the little cosmetic blisters might lead to or are harbingers of bigger and nastier ones.

But personally we have no fear that most fiberglass boats are eventually going to delaminate. We used to own one of the first fiberglass boats ever built, a late 50's Bounty II from Sausalito. That was one tough son of a bitch that showed no signs of weakening in any way. Doug Vann smashes his 25-year old Bounty II Tiare through the Hawaiian Islands with no signs of delamination or blisters. Former Sausalitan Warren Stryker has another 25-year old Bounty II in the Virgin Islands and there are no problems with it. We'd gladly trade our life expectancy for any of those boats — and 90 percent of all other fiberglass boats.

No, as we see it the larger problem is not going to be that

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LETTERS

fiberglass boats wear out, but that they don't ever wear out.

□ SURVEY

It was with great interest that I read your recent article in *Latitude 38*, which contained comments about the Oyster Point Marina. Some of the information is, as you have indicated, not necessarily factual. In fact the information is not even true. Items 8 and 9 in the article are applicable to Oyster Cove Marina even though they are listed under Oyster Point Marina.

Speaking to the issue of the fuel dock, it should be pointed out that the fuel dock was closed in December because of problems with the over-aged tanks, lines and fuel pumps. Every effort was made to get the new fuel dock area leased to a private party and the facilities constructed in as short a time as possible. The new fuel dock was operational on August 1, 1984.

Concerning the comment "staff finds no need to carry guns", it has long been the Board of Harbor Commissioners policy that District employees will not be armed. This policy derives from their feeling that marinas are for people's enjoyment and as a consequence law enforcement activities are somewhat low key. This would account for the non-intrusive attitude of the Harbormaster.

Lighting on the new dock sections, east basin, is not hazardous. It is typical of the dock lighting at many marinas. The outrageous comment about Oyster Point revenues being diverted to develop Pillar Point Harbor hardly deserves a response. It indicated that the writer knows little about the cost of development of the Oyster Point Marina. From November 1977 to the present time the District has contributed over six million dollars to the Oyster Point Project. In addition, the District has obtained additional Cal Boating loans in the amount of \$3,497,000 to complete the rehabilitation of the existing west basin.

I certainly feel that you and your staff should make an effort to look into these articles before printing untruthful information.

Ronald McClellan
General Manager
San Mateo County Harbor District

Ronald — We thank you for your letter and clarifications — several of which have already been made in *Latitude 38*.

However may we gently point out that it's incorrect for you to say "... I read your recent article ...". What you read were the results of a survey of reader's opinions on Northern California marinas. Naturally there can be a huge difference between opinion and fact — something we repeatedly pointed out. We also stressed that nobody was vouching for the validity of the content of the opinions, only that those opinions were held. To blame us for the opinions expressed is equivalent to blaming the pollsters if your favorite presidential candidate isn't in the lead.

Since it was a survey of reader opinion rather than fact, the results are a far more valuable tool for the owners and operators of marinas than they are for boatowners trying to evaluate different marinas. As such, it didn't turn out exactly as we had intended it.

□ THOUGHTS UPON BEING BACK

We are back in Long Beach now after our trip through the South Pacific and are enjoying California very much.

On the subject of Ev Smith, Ray Roberts, Oram's toilet facilities and Mr. Luxton, it is this type of misunderstanding that starts wars. Ray Roberts is neither as remote as Ev thinks nor as friendly as Luxton recalls. He is a very busy man and he budgets his time to spend more with his bigger customers. Luxton had a boat built, Ray gave

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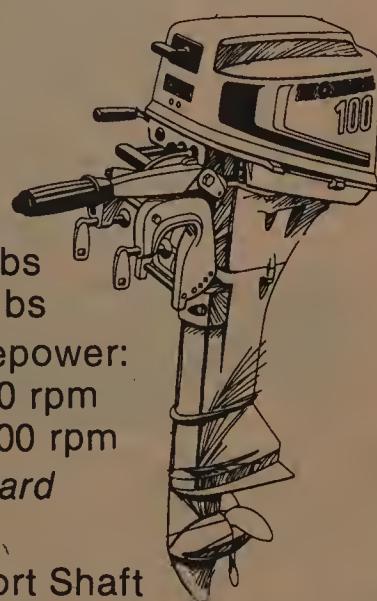
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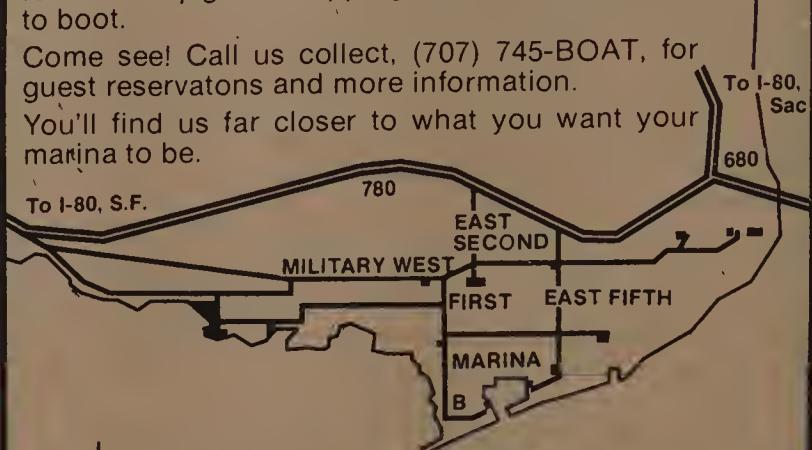
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him a lot of attention. Ev was in dry storage doing his own work and hardly got to know him. I was his biggest customer last year but did not spend as much money as Luxton did and my relationship with Ray was halfway between — but that is common in many businesses.

Also Ev and Charlotte are, as his brother-in-law described them, and not as Luxton assumed from Ev's letter.

And now to solve the mystery of the heads and showers. There are two. The one in the outside building that Ev described and the one in the boat shed that Luxton remembers. I used the one in the boatshed and it was okay, but it was apparently off limits to the boaters living on the dry storage dock since I never saw any other boaters using it. There were many stories about how bad the other one was, and I did wonder why the people that had to use it did not get up a work party and fix it up.

On the subject of electronics I believe many people are mistaken in believing that one major brand is superior to another. I try to buy good quality, but some break down and some do not. I had an Apelco depthsounder for 11 years that always worked. I bought a new Apelco that quit before I got to Mag. Bay. I bought a spare to use while the first one was being repaired and it has been perfect. I think Magnavox SatNavs are good, but it does not surprise me that I've talked to more people that have had trouble with them than any other kind, because there are more of them in use than any other kind! I have one of the very first Meridians and have had no trouble at all, but I know people that have had problems. The same holds true of every goodie on the boat. Some will break and some will run forever.

While on the subject of SatNavs I agree with Ty Knudsen that people should learn to navigate before they use a SatNav. I know people that are cruising in the South Pacific that cannot, and that do not even have the proper almanac and tables aboard. They told me that if you bought the best brand SatNav you did not need to worry about it breaking down. I heard another fellow say the same thing about his autopilot, but I had one like his and I've had a little trouble with it.

Almost anything that will float will blow down wind to New Zealand, but people should be sure their boat and sails will get them upwind, because they will probably have some upwind work to do on the way home. Between Pago and Hilo we were close hauled on the starboard tack for 21 days and 17 hours. The winds were from 15 to 40 knots out of the northeast. I had planned to motor east during the calms but there were none. I barely made enough easting to reach Hilo and a couple of other boats took over 30 days and had to fall off to Honolulu. I think Heidi found some southeast winds a couple of weeks later and had an easier trip, but you should be prepared to go to wind.

Our last leg from Honolulu to Long Beach was very good. We did not have a crew and we enjoyed being alone, although I have trouble staying awake and am not comfortable letting the boat go unwatched. We met Gerry Spiess in Honolulu. He sailed the 10-ft *Yankee Girl* across the Atlantic, and now has the 28-ft *Yankee Dreamer*. He thought he had it sold and was going to crew for us, but the sale fell through.

I am so tired of teaching people to sail that we decided it would be easier alone — and it was except for staying awake. There was one night though that I had no trouble with being sleepy.

There was some mention a few issues ago about people being scared when the young Coast Guardsmen come aboard carrying guns. It is a lot worse when the captain of the Coast Guard cutter comes up behind you and holds a steady bearing on you for over an hour. They did not have the proper lights lit and I could not tell at first if it was a big ship far away or a smaller one closer. Is it legal for them

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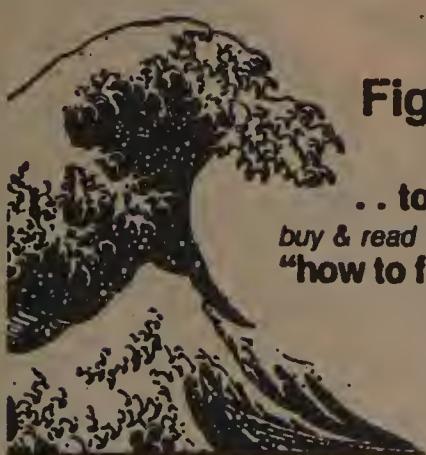
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LETTERS

to turn out part of their lights? I had been sailing for several days and did not want to use the radar which would mean having to charge the batteries, but I finally turned it on and found out they were holding a steady distance off. I then knew it was a Coast Guard cutter because they used the same maneuver a few years ago off Guadalupe Island. They eventually moved over to my starboard quarter and I expected to be boarded at daylight, but they left without stopping me. I suppose they do that to check our speed and heading, but I do not think it is necessary to prolong the agony.

We had a steering problem on the way that slowed us down, but the weather was good and we saw 15 glass Japanese net floats and recovered 11 of them. The smallest was about inches and the largest about 18 inches. Pauline's first grandchild was born while we were on the way home so she flew to Florida as soon as she could and we will spend October on the ranch in Idaho. After that we will be aboard here at Slip A9, Downtown Marina, Long Beach.

P.S. We just received a letter from Fritz of the *Theodora R.* He said in part, "I had a bad experience in Vanautu. A friend from the *Swallow* was taken by a shark 80 feet from where we were swimming." He did not mention the date, the name of the victim nor the owners or hailing port of the *Swallow*.

Ernie and Pauline Copp
Orient Star
Long Beach

□ HOT AND THIN

Recently a friend brought by some *Latitude*s I hadn't seen for me to read while on my deathbed. It was Christmas in August. I devoured each issue as if it were a chapter in a suspense novel (*The Tactician Did It*), but afterwards I discovered your magazine to be very wearing. Literally. Until then I hadn't really considered *Latitude 38* a fashion accessory. However, my fingers were totally blackened and smudge marks were all over my sheets. What a mess! I was quite put out, having to shower while dying and all. However, after I live, I had an idea . . .

Why don't you take all the millions earned from the various crew lists, scrimp on the guacamole, and invest in a better quality print. Now I know you run a dictatorship, so go ahead and keep your lousy page numbers where no one can find them, but seriously folks, as much as the magazine gets passed around, you almost owe it, as a preventive measure for the last guy on the reading list, not to get eye strain.

So take heart, take BART, take the A train, or the last train to Clarksville, but please, when you get off the train — take it to a better printer. I beseech thee, and all that jazz.

P.S. I thought about sending this in on a second page carbon, but decided that would be carrying things a bit too far.

Bonnie Russell
Lafayette

Bonnie — Yours is an excellent suggestion if it were not for three things, two practical and one theoretical.

First off, you never ever scrimp on guacamole. Secondly, have you ever run into a severe t.p. shortage on the ocean and had nothing but Yachting and Sea aboard? We know you haven't, because if you had you wouldn't have made such a suggestion as this.

As for the theoretical side, four-color slick publications are like TV, a hot, thin medium that overwhelms but is hard to get into. Wouldn't you really prefer that *Latitude 38* stay cool and thick, something that literally sinks into your clothes and skin? That's what we thought.

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LETTERS

□ OUR FIRST LETTER FROM RUSSIA

I brought a copy of *Latitude 38* with me to Helsinki, Finland. My friends at the Suomalainen Pursi-Seura (the Finnish Sailing Club) were really delighted with it.

This is the home of Nautor's Swan. I had an opportunity to try out one of these gems, and only wished I could have sailed one back to San Francisco. However I was delighted just to be sailing on the Gulf of Finland.

In Leningrad the only sailing craft I saw was an interesting three-masted museum piece.

They claim the first yacht club in Russia was founded by Peter the Great and was called the Nevelsk Flotilla.

I did, however, see many wind surfers and smudgepots.

I am now in Riga and the sailing here is really great! We drove from here to Jurmala and sailed on what they call the Amber Sea, better known to us as the Gulf of Riga. The only problem here, is that the season is rather short.

I admit that Pago Pago, Samoa, Tahiti and Hawaii gets the imagination going, but I hope I have stimulated some seasoned veterans to give this extremely beautiful part of the world a try.

Two other good reasons: the abundance of waterholes, and the Baltic Women — and not necessarily in that order.

Raymond Cook
Skipper of Orion — Berkeley Marina
Riga, Latvia, USSR

Raymond — If you go back to Nautor, do us a favor and ask them why all their boats are dark as caves. Does Swan have anything special against natural light?

□ THE CANDY STORE IN NEW HANDS

Pacific Marine Supply has been sold. After seven-and-a-half years of being involved in the most enjoyable business possible, dealing with the best people in the world, we decided, since our youngest daughter was going away to college, that we would sell the store and possibly do a bit more cruising ourselves.

We would like to take this opportunity to personally thank all of our friends who have supported us in so many ways over the years. A store is just a store without the customers. We hope that in some small way we made San Diego a more pleasant stop for the boats going south and also a place where our local customers could depend upon our consistency. We will sincerely miss all these people and the hub-bub of the store activity.

We will be involved in the store for a few months on a part-time basis. We will definitely be there for the Kickoff Party on October 27. This time we will be semi-guests.

If anyone has a particular problem that we can be of help in sailing as related to cruising, we will be in town until the first of the year and are available at home (619) 224-2121.

In the meantime — thanks once more — Happy Cruising and maybe we'll see you down the coast.

Steve and Tommie Flanagan
Former owners of Pacific Marine Supply
San Diego

□ A SHINER

I'm currently crewing to Panama and I've really taken a shine to your magazine. I turned many Canadians on to it, also. I'm sure you're aware of how valuable you are to us offshore cruisers — it's a fav item to find!

I'm compiling information and writing a series of articles on the 'Art of Crewing' for our local magazine in Canada, *Pacific Yachting*.

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CRUISING KICK-OFF PARTY Saturday, October 27, 1984, 5:00 p.m.

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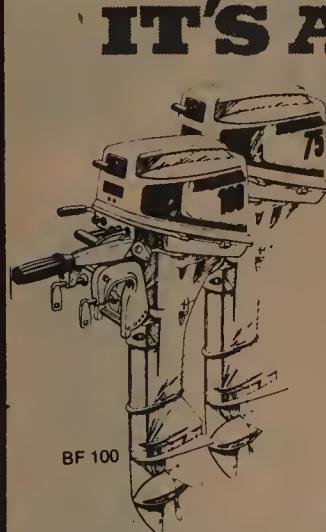
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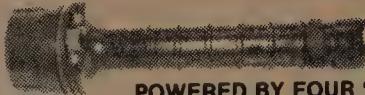
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LETTERS

Perhaps you'd be interested also. I believe many people are interested in crewing on cruising boats and could use some helpful hints on the subject. I know I wish I could have read up and had some preparation for my journey.

So keep up the good work, and have fun. I wish you were here in cruising heaven!

P.S. Is it possible to beg, borrow, or steal a January '84 and March '84 issue?

Shari
On the way to Panama

Shari — We're very interested in the arts, so any articles you may wish to submit will be welcomed.

As for back issues, you can't steal them, but they are available for purchase at the incredible price of \$3 each.

□ THIS TIME'S A CHARM

No wonder Mr. Mottett — in your September Letters section — had trouble finding your magazine here in Newport. This is the third time I have written requesting a bundle to be sent to us here at Marine Trader, 500 W. Coast Highway, Newport Beach, California 92663. Is it something I said?

We are the new guys down the block, also with good stock, knowledgeable, intelligent (ahem!) help, and good service. Add to that, prices that don't gag you right off. But, it is embarrassing to have to go to West Marine to get my monthly copy of your mag.

Incidentally, my reaction to *Practical Sailor* was the same as yours. I chose not to renew my subscription after seeing products run down that I knew, from my own experience or from customer feedback, were good ones. Even allowing for the diverse personal opinions rife among sailors (ask six sailors, get seven opinions), this happened too many times. I have always been curious about their test procedures. The concept is good, the execution lacks something.

One more brief note — in case this makes it into the Letters section — to any cruisers coming through this fall and winter. I know your transportation problems while at anchor. I liveaboard in Dana Point. If I can help you by running boat stuff down to you in the evening on my way home, feel free to call me at work (714) 646-4060, or rap on the hull sometime. I'm in the West Basin, A-Dock, #129, Westsail 32, Windelied.

I like your magazine. I don't always agree with your opinions and conclusions, but that would be boring, wouldn't it?

Dennis Klempel
Newport Beach

Dennis — It sure would be boring. The third time is the charm — your magazines are on the way!

□ QUE PASA?

Your Mexico Crew List is great — as is your whole magazine.

In the interest of constructive criticism I cannot help but point out you omitted an important and desirable category, one for those who know Spanish.

It's great to have all the boat knowledge, but it centers one's attention around the boat only. By speaking Spanish you'll please and be appreciated by your Mexican hosts. Isn't people to people as important and desirable as boat to boat?

Ed Trautwein
Seattle, Washington

Ed — An excellent point. Sailing — cruising in particular — is more about people than boats.

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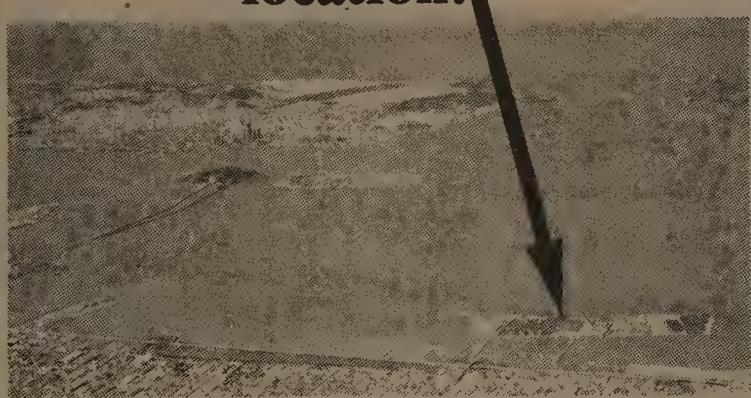
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LOOSE LIPS

A tale overheard on the waterfront.

One gentleman, who had apparently just delivered one of the Clipper Cup racing boats to San Francisco for the Big Boat Series, had been hailed by the Coast Guard just outside the Gate and was asked to hove-to for a safety inspection. The sailor didn't think much of the idea, and basically told the Coast Guard that seeing as he'd been sailing the ocean for three weeks straight and was finally about to make port, that he didn't really feel he needed a safety inspection.

Apparently the Coast Guard boat buzzed off, but radioed in some information about the gentleman and learned he had some outstanding parking or traffic tickets. Apparently the fellow ended up having to put up \$1,000 bail shortly after tying up to keep himself out of a lengthy stay in jail.

The moral of the story is to 1.) realize the Coast Guard is very actively boarding boats along the west coast; 2.) to co-operate with the Coasties; and, 3.) to pay those old tickets.

Ted Turner, in describing the relative merits of sailing a 12 foot, \$1,000 sailboard and an 80-foot \$2 million 'maxi' boat. "That's real sailing, that is the best — windsurfing . . . I do love the maxis, though; they're America, you know? They're like Rolls Royces — see how much money we can spend. Maximum confusion and maximum expenditures. That's what maxis are."

Yacht Racing & Cruising, October, 1984.

Dredging of the inner harbor in Half Moon Bay began August 20 in preparation for the opening of 140 new slips by the first of the year. Half these will be for pleasure boats, half for commercial craft. By this time next year, the whole 440-slip expansion should be complete.

First there was the *National Lampoon*, then *Off The Wall Street Journal* and *Not The New York Times*. Now sailors have their own parody magazine, a 162-page slick-papered volume called *Yaahting*. From the front cover shot of a sloop under spinnaker about to sail over a waterfall to the back cover ad for a Smoke Boat ("When you've got high ambitions, you need a boat that will outrun anything else on the water."), *Yaahting* takes a swipe at all phases of the sport.

Feature stories include "Cruising the Persian Gulf", "The Flying Squat Nationals", an interview with Tom Blackballer, and more. Most of the ads are put-ons as well, such as pitches for Lubberland Shoes, Boy Henri Foul Weather Gear and Interlust Bottom Paint.

Is nothing sacred? Not to the folks at Dreadnaught Publishers, who will send you a copy for \$10.95. Mail your checks to them at P.O. Box 255, Auburndale, Massachusetts 02166.

British sailing adventurer Chay Blyth has set off from New York in an attempt to break the clipper ship record run to San Francisco. Leaving on September 19th aboard the 53-ft trimaran *Beefeater II*, Blyth and his crew, Eric Blunn, hope to reach the Golden Gate on or before December 19th. That would break the record of *Flying Cloud*, which made the trip in 89 days and 21 hours back in 1851.

Blyth has gotten farther than his last attempt a year ago. His *Beefeater I* was lost during a storm on the delivery to New York. Southern California's Mike Kane did set out on a separate attempt on his 54-ft trimaran *Cystic Fibrosis Crusader*. Kane and his two crewmembers made it around Cape Horn but lost the rig when a shackle broke. *Crusader's* crew also suffered from lack of provisions, and Blyth has scheduled a stop in the Falkland Islands for provisions before heading around the Cape.

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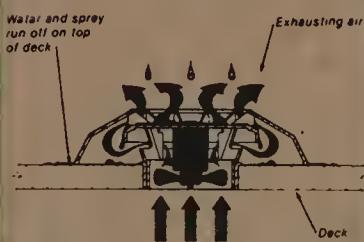
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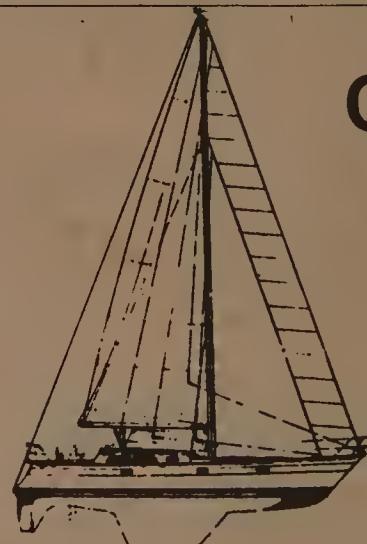
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LOOSE LIPS



Time's running out for anyone interested in seeing the *Californian* up close and personal. The last word we had was that the tallship would be at the Corps of Engineers docks in Sausalito for dockside viewing on September 28. On the 29th, the ship will be out on the Bay doing a "Sail for Membership" for the newly formed Tall Ships Society, which is dedicated to promoting sail training and the *Californian*, and to getting Sausalito designated as an official operating port for the ship.

On the 30th, the ship will be out on the Bay again, this time to benefit the Master Mariners Benevolent Society. On October 1, the *Californian* departs the Bay for points south.

If you need any extra incentive to dust off the Kodak and be out on the Bay that weekend, rumor has it that the 113-ft schooner *Fair Sarae* may make an appearance, as might Harold and Anna Sommer's 85-ft pilot schooner *Wanderbird*. And you know what happens when a bunch of sailors with similar boats get together . . .

Here's a tasty deal for you. The Half Moon Bay YC will treat you to a free serving of fried calamari on Saturday, October 13th, at their booth in the Half Moon Bay Pumpkin festival. The only requirement is that you show them your yacht club burgee or a current membership card. Ask for Gene Del Vecchio when you get there. The HMBYC members are eager to meet you!

In our fix it column this month we have to report that the picture of the China Camp Cleat Cruise winners in the September issue was taken by Chloe Cogswell, not Steefenie Wicks. Our thanks to Steefenie, a Sausalito artist, for pointing that out to us.

The Catalina 38 and 36 sailors on Monterey Bay decided to organize a cruise/race for themselves this year, and Jay Muccilli reports they had a fabulous time. Seven entrants came out for the 28 mile trip from Santa Cruz to Moss Landing and back on August 25th. Dinner at the Santa Cruz YC followed and the winners received their trophies, all donated by Catalina Yachts. Muccilli took first in his Catalina 36 *Consultation*, while Bill Morton's Catalina 38 *Wind-walker* claimed second. "It was so much fun we want to do it next year," said the winner. If you'd like to get in on the action, contact Michael Schweyer, c/o Santa Cruz YC, 244-4th Ave., Santa Cruz, Ca. 95062.

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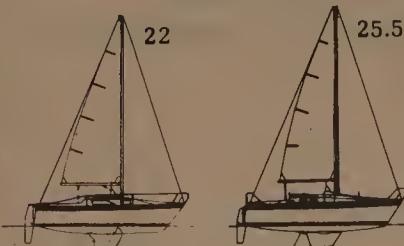
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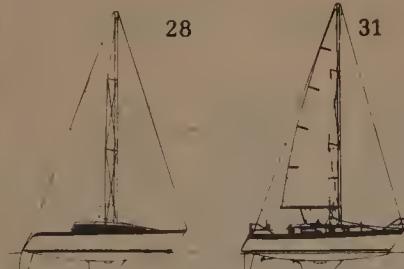
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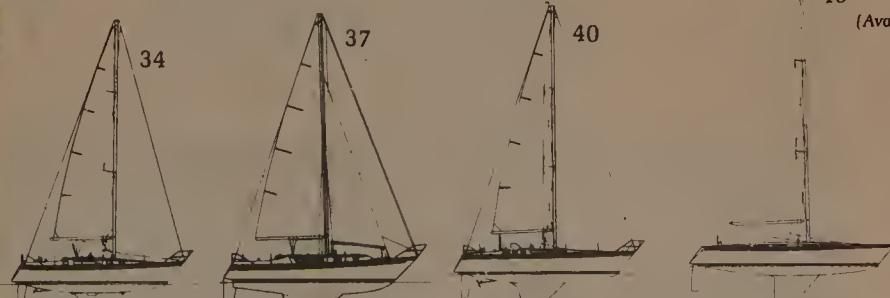
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28

31

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34

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The man in the bib overalls is Quentin Lewton, last seen operating Richmond Boat Works and racing to Honolulu in 1983. He was found in June on a farm in the Ozarks of Southern Missouri raking hay on his 300-acre farm.

For those who know Quentin and his wife Janie we must report they are doing fine. Farm life appears to agree with them, their three children, two dogs, one canary, nine cats, and assorted chickens, geese, ducks, turkeys, cows and sheep. Obviously relocating two Bay Area natives is not easy but they are finding the whole project exciting. Quentin is learning to farm with the aid of the University's agricultural extension, his very kind neighbors, and lots of reading. He is full of stories about how not to do things, like buying cattle at an auction, fixing balers, etc.



For those of you who do not know Quentin Lewton you probably would like to say thank you if you could. Along with an excellent boatyard and great sailing skills, Quentin spearheaded the drive which brought the Longshoreman's and Harbor Workers Act insurance nightmare under control. Back in the mid-70's boatyard operators faced huge insurance premiums and cancelled worker's compensation plans due to a no-limit-to-benefits policy. Nearly singlehandedly, Quentin brought together boatyard operators, insurance underwriters, and legislators to make it possible for boatyards to have insurance they could begin to afford. If it had not been for his efforts many operators would simply have gone out of business.

Although he is sorely missed in the Bay Area, the folks of Cole Camp, Missouri, have made him at home. Life on the farm is just great. Stop by anytime. Route 2, Box 333, Lincoln, Missouri.

Ever wonder why boats built in Taiwan cost less than similar boats built in the United States? A hint at one of the reasons can be found in the following item that ran on the front page of the July 20 *Wall Street Journal*:

"Parliament approved Taiwan's first basic labor law after 15 years of debate. The law is designed to benefit more than three million laborers. It sets a minimum wage of \$154 a month for manual workers, minimum annual leave of seven days, a pension, medical insurance, and severance pay."

After his acceptance speech at the Democratic National Convention, nominee Walter Mondale said that if elected he was going to move to help United States industries that faced unfair competition from overseas. The hell with all the other issues, let's elect Mondale and see how he makes up the at least \$1,000 a month per employee difference in pay between U.S. and Taiwanese boatbuilders.

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- 1980- Sausalito store opens.
- 1982- Santa Cruz store, office, and distribution center opens.
- 1983- Sausalito store moves to larger, brand new location.
- 1983- South San Francisco store opens.
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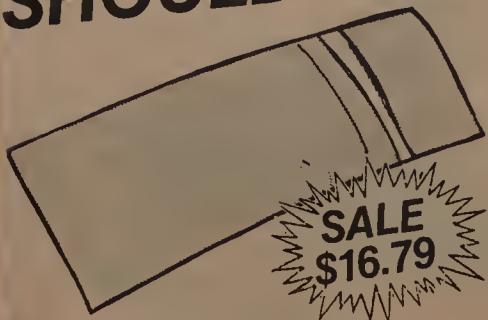
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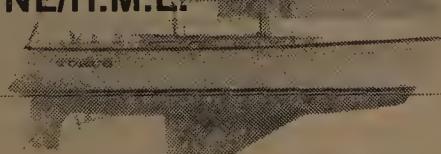
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SIGHTINGS

endangered species?

The photograph at right is a portrait of freedom on the wane. What you see framed between the berthed boats is a 40-ft sailboat anchored in Richardson Bay. Such a practice will be well on its way to becoming restricted on October 16, if the Sausalito City Council passes the Richardson Bay Special Area Plan.

In order for it to continue on its winding path to becoming law, the SAP has to be approved by all the governmental bodies it effects: the cities of Mill Valley, Tiburon, Belvedere, and Sausalito, as well as the County of Marin and the Bay Conservation and Development Commission. The proposed Plan has or is expected to pass through these bodies like shit through a tall Swede, with the possible exception of Sausalito — upon whom the Plan has the major effect.

As it currently stands, the Sausalito City Council is pretty evenly divided about the Special Area Plan, and the outcome is still up for grabs. Opponents of the Plan are greatly concerned that the Council will cave in to the pressure they believe is being applied by the County of Marin and the BCDC Staff.

As it affects sailors, the SAP basically would require boats anchored in Richardson Bay to move into marinas or get out of the bay, and would prohibit people from living aboard their boats in marinas as many currently do. In addition SAP seeks to have Richardson Bay designated a "no discharge" area by the Environmental Protection Agency.

The pretext for these proposed changes has been that the boats and the people living on them are the cause of pollution in Richardson Bay. Such a charge has been hotly disputed on a number of accounts. Opponents point out that similar charges made about the San Rafael Canal revealed that the major cause of pollution there was not the liveaboards or boats, but leaking sewers and surface runoff during periods of rain. They believe the same is true in Richardson Bay. Opponents of the Plan complain that the BCDC and the Regional Water Quality Control Board have failed to produce any credible evidence that liveaboards contribute to the pollution of the bay any more than anyone else — or in fact at all. Additionally a study by British scientists has been introduced that indicates the pollution caused by the birds in Richardson Bay presents a much greater threat to the health of citizens than any real or imagined pollution by liveaboards.

The allegation that no credible evidence has been presented to implicate liveaboards to pollution has yet to deter the BCDC Staff (not to be confused with the BCDC Commission) — the driving force behind SAP — from steaming on ahead. The Staff has said over and over again in public meetings, they want 'to remove all sources of pollution from the Bay'. There was a certain irony then, when the *San Francisco Examiner* recently reported that 25,000 gallons of sewage each weekend day were pouring into the Bay from Angel Island, and 10,000 gallons a day on weekdays. Many observers have thus felt that the BCDC Staff is either better at holding meetings than fulfilling their commission to protect the Bay, or has their priorities completely screwed up.

Be that as it may, there is at least a 50-50 chance that the Sausalito City Council will see fit to pass the SAP. If indeed that major hurdle is crossed, the next two steps would be to have the Environmental Protection Agency declare Richardson Bay a "no discharge" area, and to petition the Coast Guard to agree to let the local governments amend the regulations pertaining to the general anchorages in Richardson Bay.

A "no discharge" declaration by the EPA would actually set into effect a prohibition that goes beyond what even the SAP steering committee decided they wanted. The steering committee wanted the discharge of sewage to be prohibited, but was willing to allow the discharge of "gray water" — the stuff from sinks and showers. But, the California Attorney General's Office recently issued the opinion that the steering committee can't have it both ways; if it's to be ruled a "no discharge" area, then nothing — not even gray water — can be released into Richardson Bay.

cont'd on next sightings page



LATITUDE 38/RICHARD

new dates for

The dates of the Second Annual Sea of Cortez Race Week have been finalized, and they are a week later than had previously been announced in *Latitude 38*.

The dates — and these are the final dates — will be March 30th through April 7th. The Race Week starts in La Paz on the 30th with the crowning of the Queen at the La Paz YC behind the Gran Baja Hotel; on the 31st there is a feeder race from La Paz to the Race Week site of the dormant volcano 25 miles away at Isla Partida. Between the 1st and the 6th there will be a host of activities — there were 14 separate events last year — of which the main one is the yacht racing. On the 7th of April Race Week will conclude with the trophy presentation at Isla Partida.



sea of cortez week

Last year 80 boats showed up and over 300 sailors. It's expected that there will be even more boats this year, many of them from the Bay Area. If you can't take your boat down, we recommend you try and start making arrangements now to charter a boat in La Paz from NAO Yachts or be a guest on some cruiser's boat.

Mexican sponsors of the Sea of Cortez Race Week are the Governor of the State of Baja California Sur, the La Paz YC, and NAO Charter Yachts in La Paz. *Latitude 38* is the United States sponsor of the event, and it is expected there will be several additional co-sponsors. Stand by for further details.

endanger species — cont'd

Exactly what would be done about this and other associated problems — would scuppers on boats become illegal in Richardson Bay? — is as yet unclear.

In regard to the anchorage modifications that will be asked of the Coast Guard, that agency is under no obligation to agree to them. There have been many cases in the past, however, when the Coast Guard has assented to the wishes of cities bordering the waters in question. Some opponents of the Plan feel that a large and demonstrative outcry by boaters — most of whom have severe reservations about parts of the Plan that pertain specifically to their interests — during the appeal to the Coast Guard is the most effective way of gutting the Plan.

Beyond that point in the process, if the proposed SAP looks like it is still heading toward law there is the possibility of a number of legal challenges. Both the Pacific Inter-Club Yachting Association and Bay Area Boaters have at different times expressed extreme displeasure with parts of the Plan and have said they will challenge the Plan in court if it is not modified.

cont'd on next sightings page

endangered species — cont'd

What should you do if you liveaboard a boat now and want to remain living aboard if and when the SAP passes? Be smart is the first thing. Recognize that if the law passes it will probably be enforced by putting the screws to the owners of marinas. For years it has been a BCDC tactic to get — some say extort — concessions from marina owners before allowing improvements. For example an operator would only be able to upgrade his facility if he put in a certain amount of walkways, BBQ pits, etc. It's easy to see how this could change to, "We'll only approve the upgrading of your facilities if you get rid of those people we think are living on boats in your harbor". Given the nature of their powers, the BCDC Staff can be incredibly capricious; few marina owners have the wherewithal to combat it.

Being smart means starting right now and making it look like nobody lives on their boats in your marina. If asked if you liveaboard, immediately respond, "Of course not!" just as you would have said the same thing if you'd been in the French Resistance and the Nazis asked you if you had a basement full of Allies. It's alternately called 'situational ethics' or 'white lies'. Having fair government means never having to resort to situational ethics.

If you really want to make it sound good, continue on to say, "Even though I love the hours of solitude I get on my boat at the dock and enjoy working late into the night on making improvements, I can't imagine how anyone could possibly live on such a thing!" Be huffy about it.

You should also make sure that the dock area around your boat is uncluttered and appears free of homesteading articles. Having a cat run around all the time makes it very, very tough to appear as though you are not living aboard, and a dog is worse. Sorry, but that's the way it is. Another real horrible error is making do-it-yourself repairs on your car in the parking lot, or leaving an old clunker of yours sitting in one place for days on end. Those are not only dead giveaways, but make the marina owners — who dislike the BCDC as much as you do — want you out of there. A slobby, obvious liveaboard is going to bring the BCDC Staff heat on his head before yours. Understanding his predicament will help save your hide.

If things really get bad and it looks like the proposed SAP is going to become law, you're going to have to become really clever. Don't park your car in the marina parking lot except on rare occasions. (Sure it means you've got a longer walk, but that's the price you're going to have to pay.) Don't take showers in the marina showers, instead join a health club and shape-up at the same time you get clean. And it doesn't hurt to be a helpful marina tenant, letting the management know if something's broken, helping tie up loose boats during winter storms, and saying a kind word every now and then. There's no need to be insincere, either, as these are all good things).

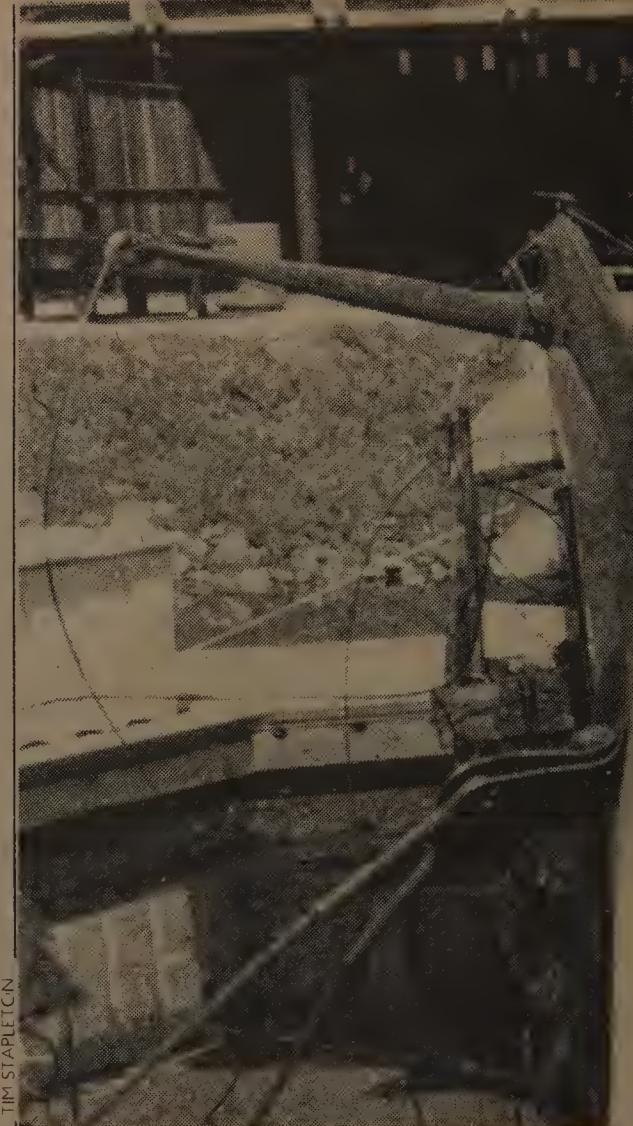
If you live inconspicuously like this, the marina manager will still suspect you're living aboard, but a clumsy government agency won't be able to prove it enough to put their backs up against the wall. Basically it will be a guerilla type survival of the fittest situation until the heat eases off. Of course most battles for the regaining or retention of freedom are the same kind of deal, so you'll be in good company. Long live the freedom fighters!

boats that went boom in the night

The quiet of the night on September 12th at Oakland's Embarcadero Cove Central Basin was shattered by an explosion that destroyed two boats and caused damage to others. The Islander 36 *Cold Duck 7*, which had a gasoline engine, an alcohol stove and was hooked to shore power, detonated shortly before midnight and was consumed in flames. The force of the blast tore off the boat's mast, depositing it on the neighboring *Ta'Aroa Tane*, an O'Day 37, which also lost its stick from the explosion and suffered extensive damage above and below decks.

Fortunately no one was injured. Both boats are considered total losses for an estimated total of \$110,000. The heat of the fire also melted the sails and

cont'd on next sightings page



huggin'

The big appeal of the Vallejo 1-2 race — at least to members of the sponsoring Single-handed Sailing Society — "is that you get to hug and squeeze the person you've always told to stay off the boat," says Commodore Gene Haynes. The name of the race, and its appeal, derives from the fact that its entrants singlehand their boats to Vallejo and doublehand them back. The start and finish will be off the East side of Treasure Island.

The entry fee — \$20 to nonmembers —



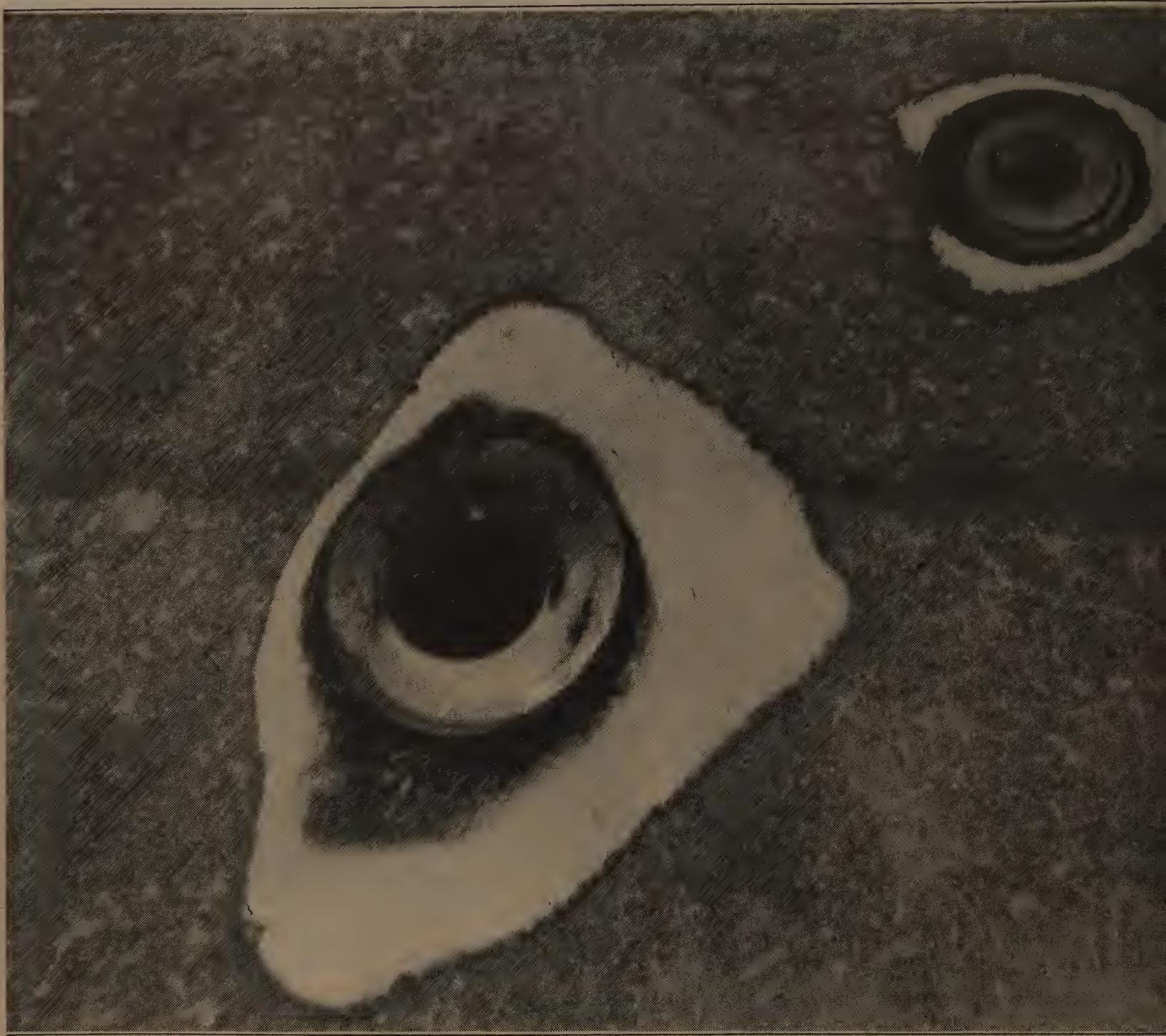
and squeezin'

entitles entrants an SSS sun visor dinner Saturday night and possibly brunch Sunday. Trophies will be awarded in various PHRF classes, but anyone with any boat, as long as it can be singlehanded and will pass a Coast Guard safety check, is invited to race. Entrants so far range from 20-footers to a 40-foot ferrocement boat. At this writing, the start is "9ish" on Saturday. For more information, contact Gene Haynes at 523-6200.

boom in the night - cont'd

winch covers of the boat on the other side and even destroyed one of the dock lamps.

Judith French, who takes care of *Ta'Aroa Tane* with her husband Jeff Harris for owner Gardiner Pier, M.D., reports the O'Day had 18 inches of firehose water in the bilge by the time she got there. Not only was the mast blown away, but so were the steering pedestal and the port windows. Judith adds that Pier, a 71-year-old emergency room surgeon, had planned to convert part of the boat into a floating medical facility and spend his retirement sailing around the South Pacific helping out where he could. At least for the present, those dreams have gone up in smoke.



more blisters

Here's a shot of another boat having its blisters fixed. The affected areas, where water has permeated the gel coat barrier and reacted with the chemicals of the fiberglass hull to form a swollen "zit", are opened, drained and then ground out. The resulting crater is filled with epoxy and painted over. It's not fun work, but if left untended, blisters can work their way even further into the hull.

The problem of gel coat blisters is beginning to receive more attention. The National Boating Safety Advisory Council is planning to hold hearings on the issue in November. Chairman of the group, Douglas Campbell, is soliciting input for the hearings. You can write him c/o Hobie Cat, 4925 Oceanside Boulevard, Oceanside, California 92054.

On the East Coast, the Sea Grant Marine Advisory Service at the University of Rhode Island (Narragansett, R.I. 02882) is conducting research on the

cont'd on next sightings page

svendsen's marine

What started out years ago as an opportunity for a few people to get together to sell some surplus boating equipment has turned into one of the larger social events of the year — Svendsen's Boat Work's Annual Marine Swap Meet. The big day this year is Saturday, October 13. The meet has long since outgrown the boatyard and now takes place in the Alameda Marina on Clement Street.

The swap meet is open and free to sellers, buyers and browsers. Svendsen's asks that no commercial concerns set up shop, but otherwise regulations are pretty loose.

blisters — cont'd

problem. They are looking for both input and funds to help support their work.

If you want to read some current thinking on the subject, Amoco Chemicals Corporation has a free brochure called "Blistering: The Causes and Cures". You can write them for a copy at Department 616, MC4002, 200 E. Randolph Drive, Chicago, Illinois 60601.

sign of the times

We don't suppose very many of our readers are aware of it, but the time the Oregon sailboarder ran into the Larkspur Ferry up by San Quentin wasn't just any old collision. It was the collision that led to the court determination that a sailboard is indeed a vessel, and therefore must comply with the "rules of the road".

From time to time some sailboarders seem to have developed the impression that folks with larger more traditional craft and the Coast Guard look down on them or are trying to single them out for abuse or restriction. We don't think this is true at all. As the Coast Guard indicates on the sign, every-

JOHN McCARTHY

Attention Windsurfers

Sailboarding is without a doubt a great sport! But it can endanger your financial as well as your physical health.

The U. S. Coast Guard has determined that sailboards are "vessels" for the purpose of navigation rules and regulations. This means that the windsurfer on a sailboard is subject to the civil penalties for violating the "Rules of the Road". Impeding or colliding with a large vessel (such as a ferry vessel) on just one occasion could cost you:

**a \$6000.00 fine
if you survive!!!**

This is provided for your information by the *Coast Guard
Marine Safety Office of San Francisco Bay* to help you
continue to enjoy the sport of windsurfing.

swap meet

Advertised hours are 10 a.m. to 4 p.m., though those with wares may want to get there a bit earlier to set up tables, tarps, vans or whatever.

Almost every marine item imaginable was represented at last year's meet — and so were a few non-marine ones. One guy sold a lawnmower and someone else had purebred kittens. So here's the opportunity you've been waiting for to clean out the boat and garage of all the stuff you never use. But be sure to bring your wallet, because you're sure to run across a bargain or two that you just can't pass up.

LATITUDE 38/RICHARD

body wants sailboarders to have safe and solvent fun on the Bay.

As for *Latitude 38*, wait until you see our "Cruising the Bay on a Sailboard" article in an upcoming issue.

novice goes to sea, lives to tell about it

Before I left San Francisco to cruise the South Pacific and points west, I had been sailing exactly once — about two weeks earlier, for about three hours, on the Bay. I knew nothing about tacking or ropes, and took it as a good sign that I didn't fall off the boat or throw up. I was secretly relieved that a Napa Street friend had been on his boat both when we left and returned, sparing me the terror of jumping from our boat to his to secure bow and stern lines.

Of course friends and family thought I was mad to impulsively throw my hat into such an improbable ring as a sailing trip, not least because they know I'm uncoordinated and basically lazy. They had all heard stories about sailing, and they winced whenever they compared scenes of oil-skinned crew members battling the elements with the more familiar picture of me on the couch watching "The Love Boat".

They had questions. "Is 42 feet big?" "What do you do at night — stop?" "Will you come home if it rains?" and the scary part was, I only knew the answers because I'd just asked the same questions myself. We're talking utter landlock. They tried to stop me, mostly with horror stories. They even resorted to bald hysteria. But I'm a stubborn girl. I had never heard of Rangiroa or been much for lying on the beach, but the exotic appeal of two people alone on a voyage to faraway places appealed to me. I went to a Navy surplus store and bought a pair of black waders. I felt invincible.

In the natural course of things, the two months between deciding to go and



Lisa Harris.

actually going were punctuated by well-meant advice and "this could happen to you" tales of woe at sea. My roommates got in the habit of lifting opposite ends of the table and rocking it annoyingly whenever I sat down to a meal,

cont'd on next sightings page



maritime

Paradoxes have been a bit of sport for the human mind since the heyday of the Greeks. If you're old enough, you may remember how the fellas used to gather around the forum and wonder how, for example, an arrow could ever overtake a fleeing animal. The paradox being that the arrow would have to cover an infinite number of points in a finite time. Sounds impossible, but they could plainly see that it could be done.

Too confusing? Well, the picture above



LATITUDE 38/RICHARD

paradox

presents a seemingly similar kind of paradox with a nautical bent. The problem is how in the hell is a boat going to get in and out of this berth — you notice, of course, that it's enclosed on all three sides. And an additional question, how much can be charged for such a berth?

Give up? Well it obviously must be a berth for a pleasure submarine, and naturally enough the berth rents out for whatever the market will bear.

novice goes to sea — con't

explaining that they wanted me to be prepared for eating on the boat. Sailors from San Francisco told me about Dawn Gaston's grim 73-day trip to Hawaii. Non-sailors tracked down sailing friends to surreptitiously check out the boat, or ambush me at brunch with lists of things I must have while cruising. Thus my preparations were infused with an element of blind panic. One morning I called the Red Cross to find out where I might get some cat gut for emergency surgery. The receptionist thought I was some kind of wacko — "Honey, are you a doctor?" My loving captain gently took the phone from me and indicated it was unlikely I'd be able to prepare for every emergency, and maybe I should steer clear of doomsayers for the next few days.

cont'd on next sightings page

novice goes to sea — cont'd

As I write this I'm about 200 miles northeast of Tonga and about 6,000 sailed miles from San Francisco. Our vast store of first aid supplies has gone largely untouched, save some antibiotic ointment and bandaids. But this fact does not make me cocky. No way. Everytime he goes near the boom or I clean a fish in rough seas, I think about danger, and I'm not talking about the spoiled gown or lover's quarrel that counts as disaster on the Love Boat. I silently plan how I'll drop the mainsail and motor back to find him if he gets knocked overboard. Morbid thoughts, maybe, no doubt fueled by all the "drama in real life" stories I've endured. But I can't deny I've been cautious, and I may have saved myself a few fingers.

Not that cruising has been a non-stop fear fest. My captain quickly laid to rest my doubts about his abilities. I wasn't exactly sure what he'd need to know to get us to our various destinations intact, but the way he handled the sails and the sextant and woke up the second the wind got fickle made me confident. He also correctly guessed that as an urbanite, and a Type-A one at that, I would be mollified by charts and graphs and numbers. He often sat me down with an almanac or meteorological tract that conveyed to me information about high pressure and currents that my citified senses couldn't pick out by looking around at the sea and sky.

He's a patient man, and it's a good thing. He has unflinchingly suffered my ignorant questions: "Wait, tell me again about this stove. I have to heat it up before I light it?" and "We're taking the dinghy ashore there, where there are waves? But won't we get wet?" He has almost brought me to the point where I can take the shots, do the calculations and plot our position with only a mile or two of error. I don't think anyone would have pegged me as the celestially navigating type, but there you have it.

I realize I've been plumb lucky to have made it this far from such inauspicious beginnings. And I must confess that, despite my own good fortune in getting here unscathed, if someone came to me now with a half-baked plan to take off sailing the way I did, I'd sit her down faster than a cock can crow and start in with my own catalog of warnings and advice. I'd tell her she'll get bruised and dirty and aggravated, and maybe a lot worse. I'd tell her that cruising has taught me that a gypsy I'm not, and I will probably never do it again. But I wouldn't have known that, or a sailbag full of other things about myself, if I hadn't tried it. So at the end of all my sober pronouncements to a prospective novice cruiser, I'd hug her good and say if you trust the boat and the crew, then follow your heart. And may the winds be kind.

— Lisa Harris

After four months and 6,600 miles at sea, Lisa returned to San Francisco in September. "I wanted to come home, play Trivial Pursuit and have brunch," she explained. Her skipper, French bassoonist Vincent Moreau, continued on from Suva to New Caledonia aboard the 42-ft ketch Press-A-Bord.

Lisa reports that she did less work than she anticipated, giving her more free time to enjoy. She and Vincent shared cooking and cleaning, and Lisa did most of the calculations for navigation. In all they visited six island groups — the Marquesas, Tuamotus, Tahiti, Cook Islands, Tonga and Fiji. Lisa's favorites were the Cook Islands, which she said weren't spoiled yet by Western civilization.

Lisa felt the 25-day passage to the South Pacific was too long, and for that reason she isn't too eager to go again. She's interested in Alaska, the east coast of South America and the Mediterranean, however. Her wanderlust has apparently been fed, but not satisfied.

horse before the cart?

One of the largest wooden boats currently being built in the Bay Area is

cont'd on next sightings page

fleet week

October 13th marks the beginning of the U.S. Navy's Fleet Week, an annual visit by the Pacific Fleet. This year 21 ships, including the nuclear powered sub *USS San Francisco* and the aircraft carrier *USS Constellation*, will be making an appearance. Saturday the 13th will feature not only a parade by these craft under the Golden Gate Bridge starting at 11a.m., but also demonstrations by Special Boat Unit 11 along the City Front and a 45 minute Blue Angel air show starting just before noon over Aquatic Park.

Boaters are invited to spectate from the water, although there may be areas (such as directly under the Blue Angels) where they won't want you to go. Onshore you can board the ships docked at Piers 45, 30, 32 and 50 along the San Francisco Embarcadero. Visiting hours for the public are Saturday from 2 p.m. to 6 p.m. and Sunday and Monday from 1 p.m. to 6 p.m. For



more information, call Ken McNeill at 765-6056.

Also planning to make an appearance on the 13th is a fleet of quite a different kind. The San Francisco Bay Peace Navy plans to greet the government ships with peace banners and signs to call attention to American

the peace navy

intervention in Central America. This is the same group which launched a protest flotilla, including one boat crewed by antiwar crusader Daniel Ellsberg, last winter in the Delta. They were drawing attention to the shipment of munitions to Central America from Port Chicago, the Naval weapons station between Martinez and Pittsburg. They also symbolically mined the Alameda Naval Station with balloons last Fourth of July.

In addition, the Peace Navy opposes San Francisco Mayor Dianne Feinstein's proposal to base the refurbished battleship *Missouri* and four support ships in the city next year. Feinstein views the move as an economic boon to San Francisco's long ailing port. Members of the Peace Navy, which include both sail and power boats from the Bay Area, object to the *Missouri*'s presence because it will probably carry cruise missiles with nuclear warheads. (The Navy does not verify

MARTIN KLIMEK



the presence or absence of nuclear weapons on any of its vessels.)

If you would like to know more about the Peace Navy and their activities, call 752-7766 or leave a message at 550-1066.

If you'd like to know more about joining the United States Navy, call your recruiter.

horse before the cart — cont'd

also in terms of construction, one of the most unique. It's so unusual, come to think of it, that it almost can't be called "wooden."

"It's actually a composite construction," says Alfred Sanford of the 51-footer now taking shape at Sanford Wood Marine in Richmond. Even more unusual than its wood/metal components, though, is how it's being built: from the inside out. The boat currently has bulkheads, a deck, cabin



TIM STAPLETON

Boatbuilding, from the inside out.

sole, engine and most of its interior furniture — but no hull.

"I came out here from Nantucket," says Sanford, "where I built Alerion class sloops; to my knowledge, the only cold molded production boats ever built."

"We built 22 of them — the last one out here only last summer — and we used composite keel construction. The 51-footer is an extension of that building experience and that concept."

In both the Alerions (a Nathaniel Herreshoff design) and this new "Magic" class (Sanford's own design), "the whole centerline of the boat is nonwood."

cont'd on next sightings page

horse before the cart — cont'd

In the smaller, 26-foot Alerion, the keels are fiberglass and lead; in the bigger boat, it is a copper/nickel weldment. Frames and bulkheads are attached to that. The structure is fairly flimsy at that point, but once the deck is added, the "box of cards" becomes rigid. Of course, the more that's added from there on out — cabin sole, furniture and so on — the stiffer the overall structure becomes.

The two major advantages of this type of construction, says Sanford, are that you can do most of the work from the shop floor and that it eliminates a whole level of complex fitting later.

"You haven't painted yourself into a corner. Instead of working inside a basketball, you can work comfortably from the floor and most of the angles you're dealing with are right angles." Before the boat receives its skin, it will have most of the interior wiring, plumbing and joinery completed.

"I can't tell you 100 percent that it's going to work, because this is the first one we've built of this size," admits Sanford, though he adds that he expects to build several more if this "R and D" (research and development) model turns out as planned. Even with the inevitable snags that develop, though, Sanford believes that it will be much easier to fit planking on this way than it would be to fit the interior in later.

Not only that, but he feels the finished product will be a better boat. "With the innovations and improvements we've made, we feel the centerline structure (type of boat) is better made."

When finished, the 51-footer will have 13½-ft beam, 38½-ft waterline, 7-ft draft and will displace 36,000 pounds, 18,000 of which will be ballast.

Both the fore and aft cabins will have double bunks, and the otherwise standard interior will be augmented in the main salon by two easy chairs. The rig is "what New Englanders call a 'knock-about sloop,'" says Sanford. "That's a 7/8 or 3/4 rig with a big, high aspect main and a small, clubfooted jib. It will have no overlapping headsails."

one for the guys out at sea

People are still trying to figure out which came first, the chicken or the egg.

As for ourselves, we occupy ourselves with more mundane matters, as depicted in the photo at right. Namely, what came first, the boat name *Flasher* or the act of flashing as so well demonstrated by . . . well, it's not important everybody know who is doing the displaying, is it?

Actually Laurie Timpson's Frers 40 from Richmond has an even more complicated name history, as you might suspect from the fact that the name *Flasher* on her horsehoe ring does not correspond to the name *Slasher* on her transom. The original name *Flasher* was changed to *Slasher* during this year's Clipper Cup after the small Frers used her masthead instruments to slash a huge rip in the 82-ft maxi *Socery*'s spinnaker during one of the triangle races. But with high-spirited nonsense as depicted at right continuing to go on, how could she not regain her original name, *Flasher*?

And a little warning for the ladies: don't mess around with guys in helicopters.

maa

It hardly ever fails. Just when you think you have the most up-to-date information possible in print, someone calls to rain on your parade. Peter Sullivan was the culprit this month, but we're glad he let us know about Marine Assurance Association so we could let you know about it.

MAA is one of those auto club-like organizations that we said were in the planning stages in last month's article on commercial towing. Well, it seems that this organization began its planning stages a couple of years ago. It's been a viable business since May of this year, and already boasts nearly 300 members.

cont'd on next sightings page





maa — cont'd

And with good reason. For \$95 a year, MAA members get the first 30 minutes of any commercial tow for free, and a discount of up to 50 percent of normal fees on any tow longer than that. The dispatch center is manned around the clock, and may be reached by calling an 800 number or relay via the Coast Guard. Discounts of \$10 off the yearly rate are available to those who have successfully completed either the Coast Guard Auxiliary or U.S. Power Squadron boating safety courses, and MAA will knock another \$10 off if you've had the Coast Guard Auxiliary courtesy inspection.

Considering that the Coast Guard will no longer come out in a non-emergency situation to tow you home if you run out of gas or wind, and considering that the one Coast Guard-recognized commercial towing firm presently in the Bay proper charges \$75 an hour, MAA seems like a real good idea. Sorry we couldn't let you know about it sooner.

For more information on the plan, or on plans for group rates for marinas and yacht clubs, contact Marine Assurance Association, P.O. Box 365, Oakland, Ca 94668, or call Peter Sullivan, company vice president, at 550-7544.

Outbound under the Golden Gate and lookin' good!

master mariners

Over Labor Day weekend, the Master Mariners held their second annual Bay to Benicia race and cruise. More than 40 of these classic wooden sailboats gathered on Saturday, September 1, at Southampton Shoal for the run up to Benicia. Light airs with plenty of holes strung the fleet out until the cooling afternoon westerlies filled in from behind. While the lead boats were ghosting along in light airs, the stragglers quickly closed the gap in the steady breeze. The final run from the Carquinez Bridge to the finish line featured a tightly grouped fleet and the spectators on the finish line at Commodore Jones Point greatly enjoyed the spectacle. These vintage yachts from a bygone era were really dicing it up; challenging, overtaking, and being overtaken just before the final gun. Life on the committee boat got pretty



LATITUDE 38 RICHARD

to benecia

hectic as more than a few boats finished within inches of each other.

The race results confirmed the advantage of the smaller boats in light airs. First place in the Gaff division was taken by Mike and Sue Proudfoot's 26-ft yawl *Paddy West*. Jerry and Diane Brendan's 32-ft sloop *Freida* captured second, while Terry Klans' 50-ft schooner *Brigadoon* came in third. The Marconi division was split into two classes, using 31 feet as a breakoff point. In Marconi II, Tom Patterson's 24-ft cutter *Seraffyn* of Victoria won first place, with Brian O'Donaghue's 30-ft *Yankee Doodle* taking second. Tom List's 24-ft sloop *Granny* coming in third. Gary Davis and Donna Hampton's 33-ft sloop *Araminta* won both first to finish honors and first place in Marconi I. Sue Ab-

cont'd center of next sightings page

pretty picture, not a pretty sight

During the last race of the August 23rd to 26th Santana 35 national championships, Bob Brockhoff's *Ariel* met an untimely end. Sailing from the Bay towards a mark near San Francisco's Baker Beach on the long distance race

CAROL COATNEY



'Ariel' on the beach.

of the series, the boat's keel struck a submerged rock. Apparently the impact pushed the keel through the bottom of the boat and it began taking on water rapidly. Shades of *Imp* and *Racy*, which also have hit.

Crewmember Lauren Hoffman recalls that the boat, which was sailing at about five knots in calm seas and a mild breeze, lurched forward. Luckily no one was injured. The crew swung into action, donning lifejackets, radioing for help and bailing. Lauren says she knew they were in trouble when she saw a piece of seaweed ten inches in diameter floating in a foot of water on the cabin floor!

Another member of the fleet, Jim Bonovich's *Wide Load* came to their assistance. Six of *Ariel*'s crew disembarked while Brockhoff and two others set a course for the nearby beach. By the time they got there the hull was pretty much awash. After transferring from *Wide Load* to a crash boat from the regatta host San Francisco YC, the crew joined Brockhoff and tried to

cont'd on next sightings page

not a pretty sight — cont'd

salvage as much gear as possible. "In all the excitement after we hit," says Hoffman, "I threw my boots and gloves overboard. Looking back at it now I wish I'd been a little less hasty!"

A salvage company took possession of the boat later that day. After patching the hole enough to float her free, they headed back to the Bay that evening. Unfortunately *Ariel* never made it, sinking under the Golden Gate Bridge in 240 feet of water.

Brockhoff had owned the boat for five years and was sorry to lose it. Most of his sailing has been done out of Santa Cruz, with winter forays to the Bay for the Golden Gate and Metropolitan YC midwinters. This year he campaigned the boat on the Bay for the summer and was doing very well in the YRA one design season. After the loss of *Ariel* he was able to get another Santana 35 to complete that series. In the nationals, however, he had to take a DNF in the long distance race. As one crewmember pointed out, in addition to "Did Not Finish," the initials stood for "Does Not Float."

master mariners

bott's 34-ft cutter *Suds* finished in second place, while third place went to Barry Herman's *Lapworth 40 Danzante*.

The city of Benicia extended its usual warm welcome, and the post-race barbecue quickly turned into a classic Master Mariner pot luck.

The new Benicia marina was just as gracious as the city, reserving the main dock for Master Mariner boats. In appreciation, the Master Mariners invited the public to a boat show, and 1500 locals came down to the docks for a first hand look at some of the

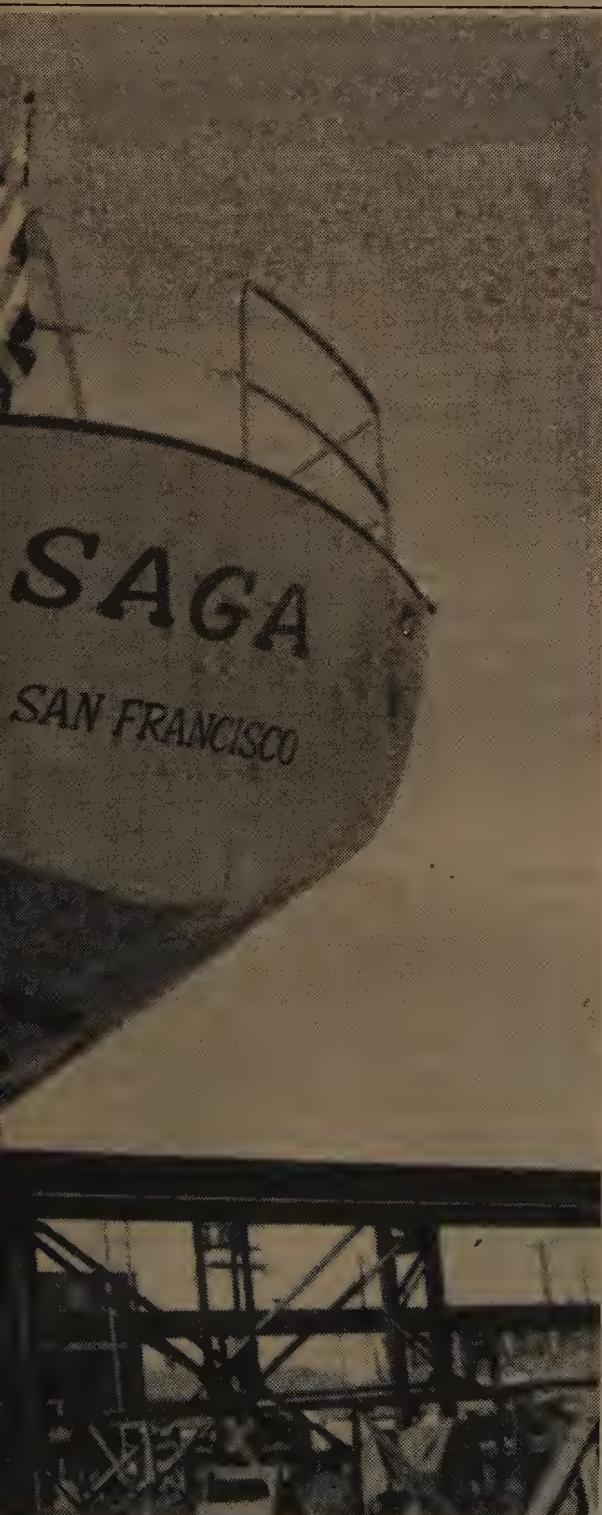
Arlo Nish and his latest creation.



— cont'd

history still sailing the Bay. One of the biggest attractions was the 70-ft *Grote Beer*, which means "great beer" in Dutch. Built in 1936 for German Nazi Hermann Goering, this unique craft has leeboards outside the hull and plenty of hand carved wood below decks. With the new marina, and abundance of fine restaurants and antique shops so close, the old state capitol of Benicia proved itself to be a "must" stop on trips to or from the Delta.

— barry herman



beginning of another saga

After almost two and a half years of full-time work, Alameda's Arlo Nish launched his mammoth 65-ft steel yawl *Saga* on September 5th. Family, friends and well-wishers looked on as wiry Arlo directed the final preparations, including dropping the eight-foot centerboard as the boat hung in the launching slings so the blade could be covered with antifouling paint. Still without its masts — Arlo and the boat's designer Tom Wylie were working on them — *Saga* took her first waterborne voyage as a power vessel. By October she should be sailing, and this time next year she'll most likely be on her way around the world.

Circumnavigating is nothing new for Arlo, his wife Marge and their three children, Sandy, Gayle and Daryl. They made the trip in the 70's aboard the 60-ft Rhodes yawl *Sonic*. It was during that period that Arlo, an engineer, contractor and commercial fisherman, came up with the idea for *Saga*. "It's a little hard to believe that those sketches he made would turn out like this," said Gayle as she watched the gleaming white hull poised above the water.

Even though *Saga* is only five feet longer than *Sonic*, she has ten more feet of waterline. She weighs 68,000 pounds and carries almost 18 feet of beam. Draft with the board up is six and a half feet, allowing the Nish's access to places other 65-footers might not dare tread.

Special pumps connecting chambers on the port and starboard side allow the 975 gallons of water and 875 gallons of fuel to serve as moveable ballast. Tom Wylie is one of the early advocates of this system, having used it on 1979 MiniTransAt winner *American Express*. Tom says many people feel moveable ballast is only for racing boats, but he sees great cruising applications as well. "It doesn't have to be fancy," he says, "and it makes great sense for long passages spent on one or two tacks, such as coming home from Hawaii."

Saga represents quite a bit of individualistic thinking, much of it Arlo's. One of the things that bugged him on *Sonic* was not being able to get to the sink in the bathroom while someone else was using it. All three of *Saga*'s staterooms have sinks and there are four more spread around the boat as well! The anchor windlass is located aft of the sail locker to keep its weight near the center of the boat and help reduce pitching in a sea. There's 600 feet of anchor rode available, 100 of which is chain and the rest wire, a concept he borrowed from his commercial fishing days.

Under the waterline there are some unique features as well. The huge three bladed feathering prop measures 33 inches across and has 11 inches of pitch. The zins, which are mounted externally on most boats, are placed in recessed wells on the keel and skeg and covered with a louvered piece of Lexan. This allows the zins to do their job (prevent corrosion) and leaves the hull with a clean, streamlined look.

Perhaps the most amazing thing about the boat is that Arlo finished it on time — he predicted it would take two to three years — and it cost only about 10% over budget. Arlo attributes some of that to inflation. His future schedule calls for another year of preparation before heading west for ten to fifteen years of cruising. The only definite plans so far are to be in Perth, Australia, for the America's Cup races in 1987. Arlo and Marge will be permanent crew, with their children signing on for varying lengths of time.

Arlo does have some advice for those thinking of building their own dream boat. "Don't be overanxious," he cautions. "You need a lot of patience to get the job done right. And remember that there's a lot of difference between being ready to launch and being totally prepared to go cruising."

singlehanded to japan

When they passed out determination, Alice Hager must have been at the head of the line. Those who know her well will tell you that once she sets her mind to something, there's little that can dissuade her. Still, sitting in the cool, quiet library of her Benicia home, it's hard to picture the petite Japanese-

cont'd on next sightings page

singlehanded — cont'd

American woman holding a reefed-down Folkboat into the teeth of a deteriorating Asian typhoon. Hard, that is, until one looks around at the awards and mementos that fill two tables and overflow onto chairs, shelves, the sofa. Judging from her easy yet questioning smile as she shows them to her guest, one cannot wonder if the passage she'd made to Japan — non-stop and singlehanded — only two months before might not seem a little



Alice Hager in Japan.

unreal even to her.

It all started as an interest in learning how to sail. Alice had worked as a registered nurse for years. Always willing to try something new, she took an interest in learning how to sail. She began inauspiciously at first, taking several courses. "But without a boat," she smiles, "they didn't do me much good."

Then tragedy struck. In 1981, her husband, John, was killed in an automobile accident. As she, her daughter and her two sons recovered from the loss, Alice began to formulate a plan. "My husband loved Japan and the Japanese ways," she says. "I decided I wanted to sail to Japan to scatter his ashes." Her destination, she decided, would be Kagoshima on the southernmost island of Kyushu. It was the port nearest the city of Kaseda, from which her parents had departed to come to America.

Preparations began quickly. Insurance money helped pay for the 1981 International Folkboat, which was made by Marieholm of Sweden. She named the boat *Perseverance* and put all she'd learned into practice sailing around the Bay. She made her first singlehanded trip to Drake's Bay in November of 1981. In May of 1983, she set out for Japan.

"The first three days of that trip were the stormiest and the worst I'd seen," she says, and they took a lot out of her. "I decided I couldn't go," she recalls, "yet I didn't want to come back." She ended up taking a more northward course to Hawaii, arriving in Waikiki 24 days later. Feeling slightly defeated and more than a little disappointed, Alice spread her husband's ashes on a cool trade wind off Oahu.

"Later on, I was sorry I did," she said. "It occurred to me that my potential had not been realized; that both I and the boat could do more." So she shipped *Perseverance* back to Richmond and began preparations anew.

On May 8, 1984, one year almost to the day from her last attempt, Alice cast off her docklines from Richmond's Marina East. Seventy-seven days later, she tied them to a quay in Kaga Ike Harbor, Kagoshima, Japan.

"In between was horrendous," she says — not because of too much wind, but not enough. She sometimes sat virtually becalmed, the boat slatting madly back and forth, in the tropical heat for a week or more. Only the cassette tapes she'd brought and Marion Anderson's book *Zen Environment*,

winter's

How many of you remember December 3, 1983? It's close, but no, that wasn't the day Pearl Harbor was bombed. It was the day last year where winds blew up to 85 knots and more on San Francisco Bay. Lots of boats were damaged, if you recall.

Now we don't anticipate it will blow like that here in October, but we would like all our readers to remember that the seasons are changing, and soon enough we can expect high winds from unusual directions — such as the north and the south.

Is your boat prepared for the high winds that sometimes accompany winds from these directions? First off check your dock lines to make sure they are in good shape, are of sufficient size, and are ready for a winter of rubbing and strain. If your boat is in an area exposed to heavy surge, make certain some system has been set up to absorb the shock so that you don't rip your cleats off.

What about your fenders? Do you have enough of them to protect your boat and are

one happy

San Francisco's Pier 39 harbormaster George Hagerman says he's "one happy guy with my wall!" What he's referring to is the new breakwater that shelters the marina on the east side of the tourist/boating center. Any of you who visited this area from the time the marina opened in 1978 will remember the terrible surge action that plagued berthers there. A wall of tires was supplied to cut the wave action, but it proved ineffectual. Hagerman predicted they would have to close down if they didn't fix the problem.

The new 1,800-ft edifice is the answer to his prayers. Rising 13 feet from mean low low water, the wall has so far lived up to expectations. "I tell people they can tie up with dental floss now," he jokes. For those who remember using heavy line, rubber snubbers and various other anti-surge devices, this is welcome news.

Not all those who used to berth on the east side of the pier will be returning. In order to finance the wall, the marina owners had to auction off the slips. Some 80 berthers either bought or won a lottery to rent, and about two-thirds of the boats expected to fill the marina will be newcomers. Slips are still available to the public, with monthly fees ranging from \$6.75 to \$7.50 per foot. In addition to the wall, all the docks have been rebuilt and facilities include water, a power outlet, dock box and telephone hookup. Some boats have already been moved into their new homes, and everything should be completed by November.

coming on

they well secured so they won't pull off? You might take the time to clean them, too, so they don't rub their gunge off on your nice clean hull.

There are things to check aboard your boat, too. If your mainsail cover is loose, you should take the time to wrap some line around it so it won't flog to pieces. Those of you with roller furling jibs will want to take precautions so they don't flog to shreds either. That means either taking them down or making sure they have a strong sleeve and that it's wrapped with line also. Check your dodger if you have one.

Of course the onset of winter doesn't mean you have to close your boat up for good. Heck no, there's lots of bright, clear, light wind days that are a real delight. Just make sure you bring enough warm clothes — and that you take extra care when putting your boat to bed after you're done with the sail.

guy

Unlike before when you could enter the east marina from the north or south side, only the latter is now accessible. There are a series of white approach lights on the breakwater, with the entrance marked by a red light flashing every 2.5 seconds. The guest dock has also moved down to the south end, with 250-ft of side tie available. There's water and power and a pump out station coming soon, according to Hagerman. He won't charge you for a few hours stay, but overnight for up to 72 hours will cost you \$10 a day. George suggest calling ahead for a reservation and he may be able to get you a slip for the night. He monitors Channel 16 on the VHF or you can phone him at 981-1796.

The new Pier 39 seawall.

singlehanded — cont'd

made it tolerable, she said.

There were other problems. Early on, she lost the propeller to her taffrail generator and the two main batteries went dead. That meant she had to run the little Volvo diesel every second or third day to keep the third battery charged for the SatNav.

On the 30th day, just past Hawaii, one of her twin headstays parted at the bow fitting and "wrapped itself around the mast like a tetherball". Fortunately, it happened during one of the calms and she was able to haul herself up to retrieve it. She continued to carry the double headsails up to about 150 degrees longitude. From there on, *Perseverance* was close-hauled.

It was then that the wind started blowing, and blowing, and blowing. Instead of the 140-mile days she'd become almost used to, her plotting began showing 80, 90 and 100-mile days. "The day I calculated 128 miles I told myself, 'Oh, that wasn't right, not for a 26-ft boat!'", although the sun sights she made every day confirmed the SatNav's positions.

Sighting Wake Island nearly a day earlier than she expected confirmed her runs made good. "That was the first joy of the trip," she says. "Just seeing some land and knowing that my navigation had been correct."

Just after she'd passed the area around Iwo Jima, *Perseverance* encountered her first heavy weather. Alice triple-reefed the main and put up a storm jib to ride out the 60-knot remains of a dissipating typhoon.

"After the calms I'd been through," she says, "it was almost fun."

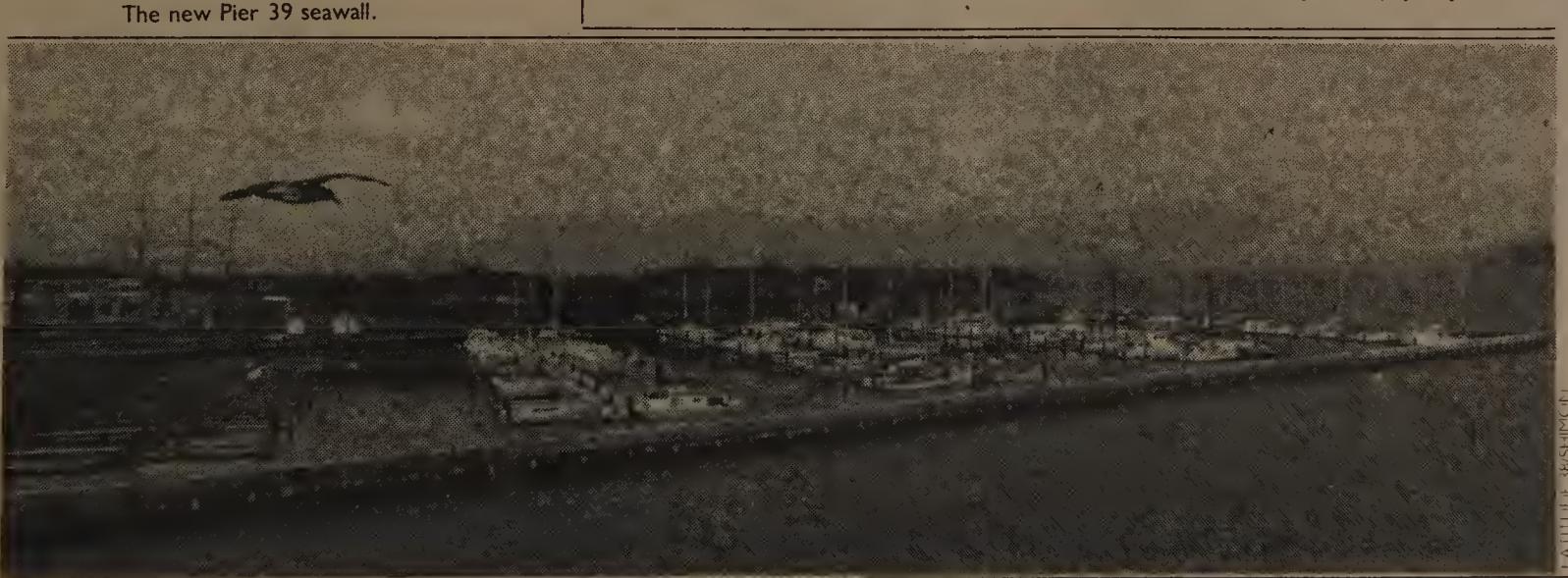
She arrived in Kagoshima July 23, looking forward to talking to the first person she'd seen in more than two months. She was little prepared for what happened next. Once the press got wind of her story, Alice became something of an overnight celebrity.

"The Japanese are dramatic," she says, "but I never expected anything of this caliber. Once I got ashore, they directed everything. They even screened my calls. They somehow found some of my cousins and other distant relatives in Kaseda and arranged for a big family reunion."

Gifts, awards, honorary certificates and requests to appear started pouring in. "It was terrible," she admits. "My Japanese was very rusty!" Although she felt she owed a certain amount of responsibility to everyone who wished her well, the combination of the hectic schedule with the 7,200-nautical miles she'd just covered was a bit much. A Japanese film crew even accompanied her home to get footage of the Golden Gate for a documentary about her life.

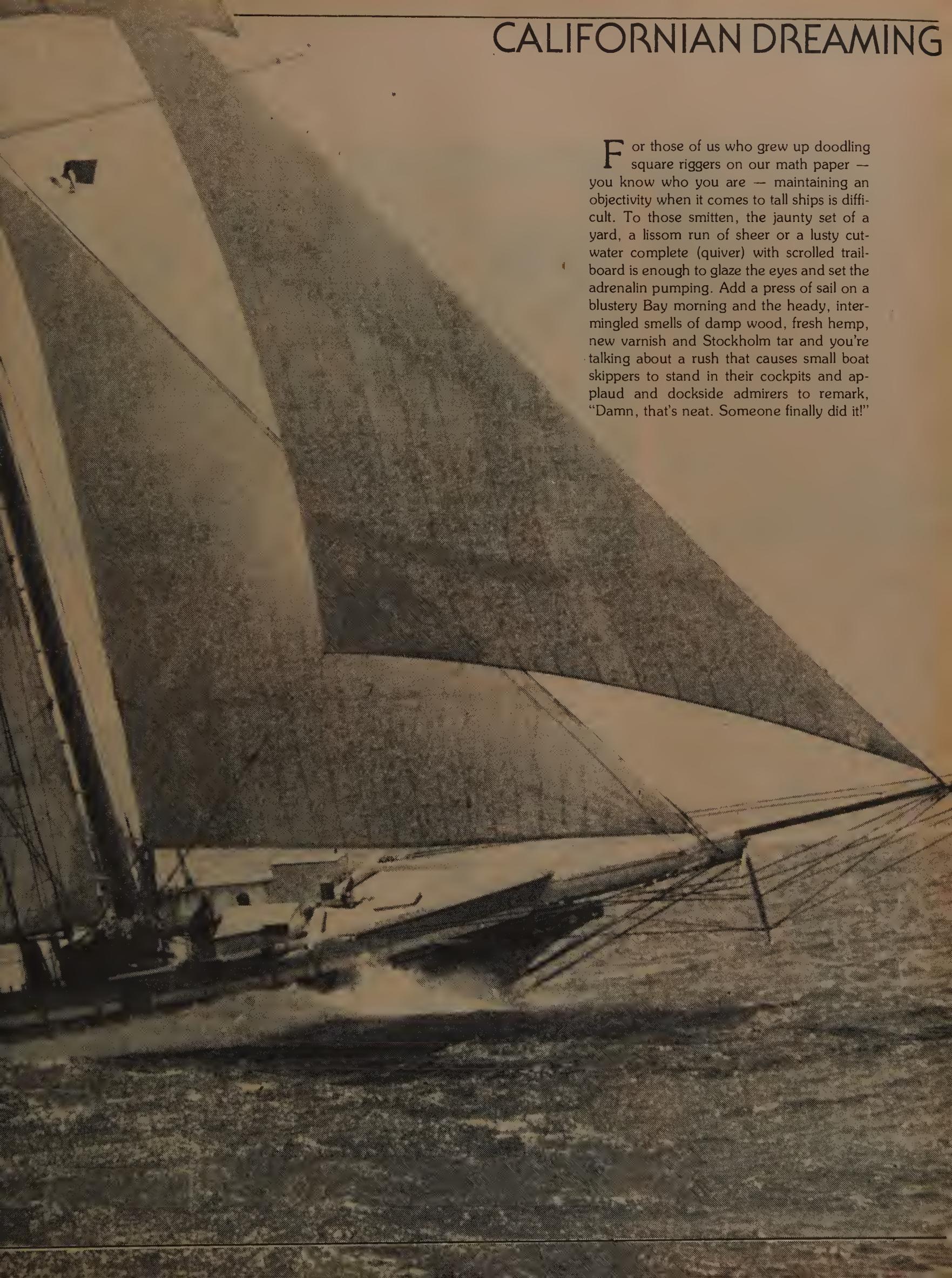
Alice has been home long enough to recover from the whirlwind, gain back some of the weight she lost and to celebrate her 64th birthday. Despite the "Welcome Home Mom" banner that hangs in the hallway, as this issue goes to press, Alice will be winging her way — first-class this time — back to Japan for another round of lecturing and personal appearances with little *Perseverance*.

"This time," Alice has determined, "I'm really going to enjoy myself."





CALIFORNIAN DREAMING



For those of us who grew up doodling square riggers on our math paper — you know who you are — maintaining an objectivity when it comes to tall ships is difficult. To those smitten, the jaunty set of a yard, a lissom run of sheer or a lusty cutwater complete (quiver) with scrolled trailboard is enough to glaze the eyes and set the adrenalin pumping. Add a press of sail on a blustery Bay morning and the heady, intermingled smells of damp wood, fresh hemp, new varnish and Stockholm tar and you're talking about a rush that causes small boat skippers to stand in their cockpits and applaud and dockside admirers to remark, "Damn, that's neat. Someone finally did it!"

CALIFORNIAN

"It", in this case, is the topsail schooner *Californian*. On September 5, 133 years after her sistership, the revenue cutter *Lawrence*, ground onto Ocean Beach and broke up, *Californian* "came home" to San Francisco Bay. Like the *Lawrence*, the new ship's mission is to collect funds, but not for the government — for her cadet sailing program. Several times a year, a dozen or so lucky young men will spend one to two weeks aboard learning more about sailing, seamanship and perhaps themselves than they could in a year of classrooms. For the time being, though, the *Californian*'s main mission in her month in the Bay was to show herself off, and as you can see from these photos, she does that well. Watching the 90-ft cutter, pennants flying and a bone in her teeth, on a broad reach across the Bay, it's easy to identify with the lines from the Jimmy Buffett song, *A Pirate Looks at Forty*:

Yes, I am a pirate, I'm 200 years too late,

The cannons don't thunder, there's nothing to plunder,

I'm an over-40 victim of fate,

Arriving too late, arriving too late.

Nine people presently live aboard. Tall and lean Steve Christman has been the mentor of the project since its inception. Craig

It's a long climb to 'Californian's' crosstrees.

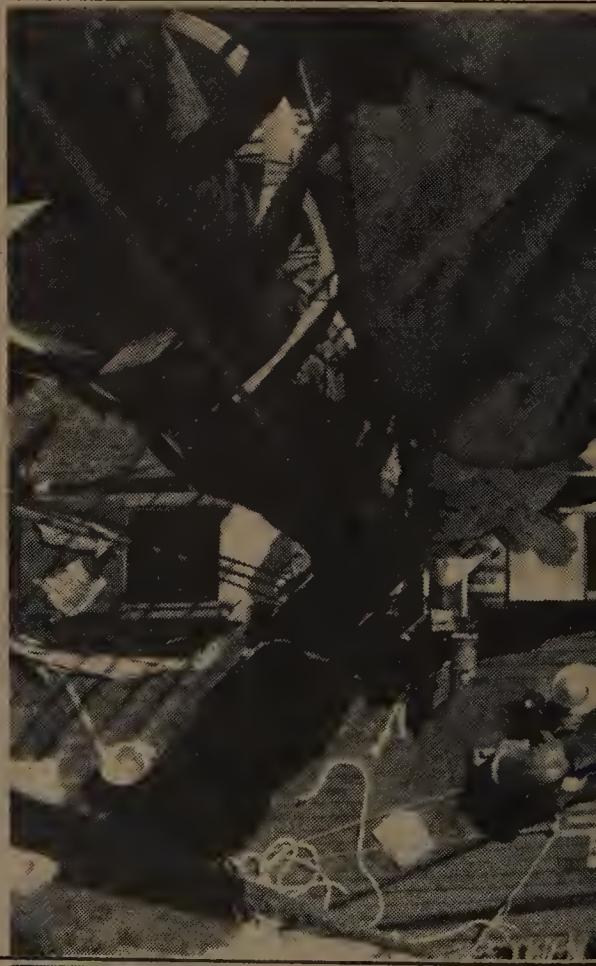
ALL PHOTOS BY LATITUDE 38/JOHN



Chipman, whose piercing blue eyes and careful hand have guided everything from fishing schooners in Newfoundland to charter boats out of Southern California, is the skipper. The bosun, "Sugar" Flanagan, is a great, bearded bear of a man whose strength is an ample replacement for winches — there are none onboard. Leslie McNish, an able

seaman (seawoman? seaperson?) and the unofficial ship's philosopher, is as adept with a turn of phrase as she is with a paint brush. Director of Operations Rusty White has made a couple of Arctic expeditions and was

Above, Steve Christman puts the final touches on Queen Calafia, the figurehead. Below, deck space, anyone?



the first person ever to record the songs of the killer whale. Eric Christman, who can often be found watching the world from the crosstrees on the foremast, took a year out from studying Marine Sciences to make the voyage. Board of Trustee member Jula Christman, Steve's wife, has a ready smile and good word for both crew and guests. Engineer Don Kefaufer makes sure the iron wind will blow when required. Last but certainly not least is Joyce Dunshee. When she's not busy preparing meals for from 10 to 40 or more people, this registered nurse and teacher can be found hauling lines with the rest of the crew.

There's never any lack of work to be done on a big sailing vessel, and so far there's never been any lack of enthusiastic help to do it. For some reason, work doesn't seem like work on the *Californian*, and almost all guests will willingly pitch in to wash down, sand, caulk, or whatever. According to Christman, even John Denver got into the act when he served as Grand Marshall aboard for the July 4 tall ships parade in Long Beach.

"He was really enthused," says Christman. "He wanted to do everything — haul the sails up, steer. He even said he wanted



Above, a happy cook means a happy ship — Joyce Dunshee in the galley. Right, day's end.

to write a song about the ship." Katherine (Daisy Duke) Bach, the ship's poster girl and model for her figurehead was less exuberant on her sail, says Christman. "She got seasick."

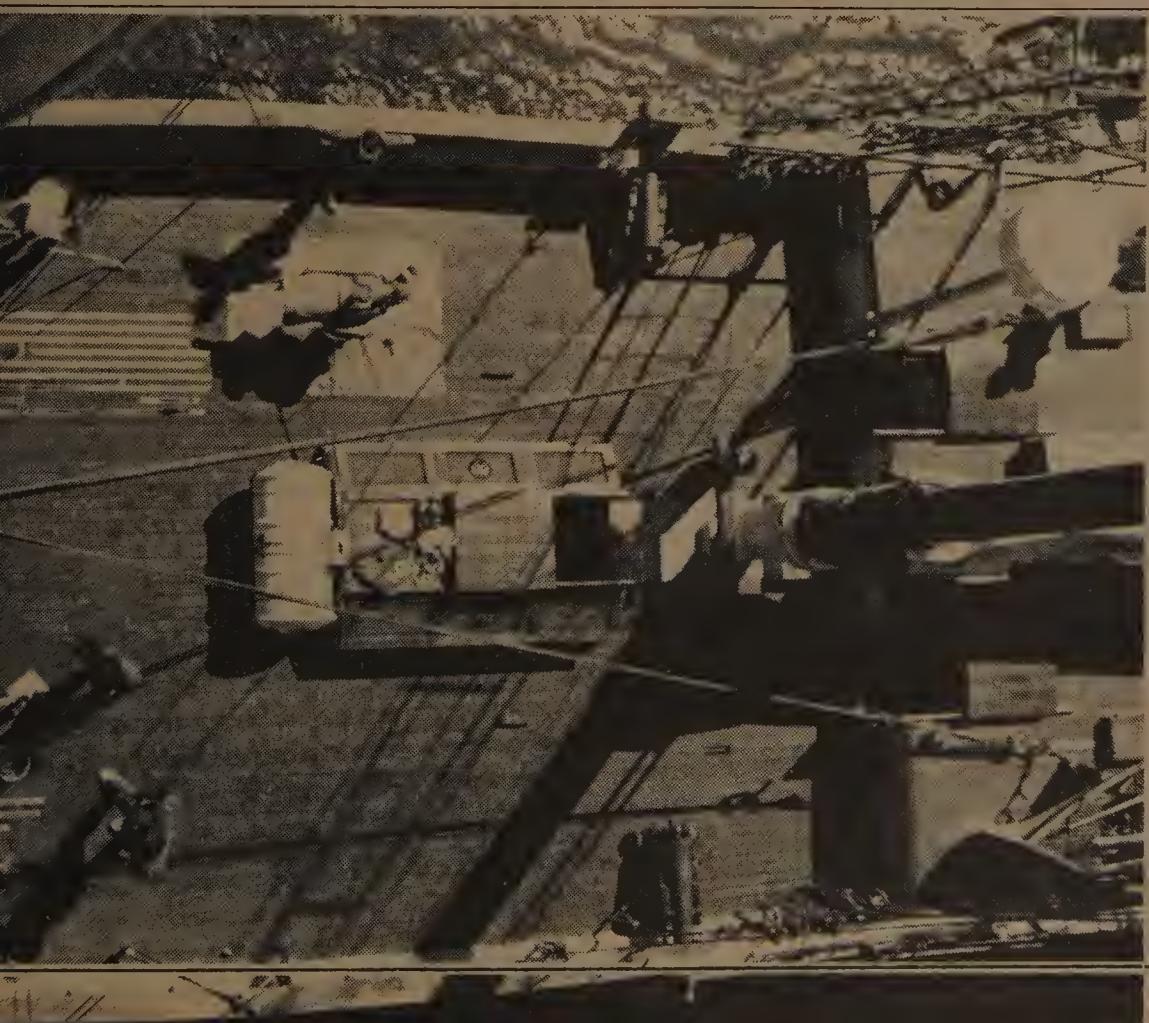


Under *Californian*'s two masts are not one but several good luck coins including an 1849 gold piece, an 1849 penny, a 1984 penny and an old Spanish dollar (real) piece. A horseshoe is mounted up near the windlass, and no one spits to windward. Whether it is the observations of these traditions, the design, the execution of the design, or just because it was meant to be cannot be said, but so far, almost everything about the ship has exceeded expectations, especially performance. *Californian* sails as good as she looks.

"We continue to be just absolutely amazed at her performance," says Christman. Says Ward Cleaveland, the ship's northern California representative, "Once you set the sails, you hardly have to touch the helm." Once the wind fills her 7,000 feet of canvas — yes, most of it really is canvas — *Californian* sails away from almost everything.

Whether it's docked near busy downtown Sausalito or tiny Rio Vista, admirers come from near and far to look and dream. Young or old, sailors or nonsailors, you can tell by the look in their eyes that almost every one of them, for at least one vicarious moment, takes his turn at the spray-lashed wheel as the big ship thunders through the roaring 40's. *Californian* does that to you.

"You know what the best thing is?" says Lee Harrison, who explored every nook and cranny of the ship at her open house in Oakland's Jack London Square. "He (Christman) is just the starter of it. There will be others. This boat will never die."



BIG BOAT SERIES

Dear Frank,

I'm really excited about your coming to San Francisco the week of September 30th to October 6th because that is the week of this year's Big Boat Series. I know you do a little Sunfish sailing back there on the lakes of Minnesota, but you won't believe your eyes when you see what will be happening here on the Bay. The hottest racing keel-boats in the world, bar none, will be out there competing against each other, including at least five "maxis," which are about 80 feet long and require crews of two dozen or more to sail!

Let me tell you a little about what the Big Boat Series is and how it got started. Back in 1964, the sailors at the St. Francis Yacht Club, which sits right on the Bay facing the Golden Gate Bridge, thought up the idea of a four race series for the grand racing yachts of the day. (It was extended to five races in 1980.) These were boats in the 70-ft range that had names like *Baruna*, *Athene*, *Chubasco*, *Escapade* and *Odyssey*. They went on a course that took them out to the ocean and back on the Bay, but there wasn't much wind outside the Golden Gate in September so they decided to stay inside from then on. *Athene*, a boat owned by San Francisco's Jim Wilhite, won the regatta that first year.

In 1966, one of the club members donated a trophy called the St. Francis Perpetual, which is made of silver, diamonds and rubies and was worth \$10,000 at the time. You can imagine what it's worth today! Two years later some of the smaller boats, if you can call Theo Stephens' 57-foot sloop *Lightning* small, decided they wanted to play too. The City of San Francisco donated one of the shovels used to break ground for the Golden Gate Bridge as a trophy. *Lightning* won the prize that first year and even managed to win the St. Francis Perpetual one year as well — the only boat in the series' history to pull that trick.

The Big Boat Series began to gain more popularity as it moved into the 1970's. Following the death of Richard Rheem, owner of the TransPac winning 98-foot ketch *Morning Star*, his widow donated one of his trophies to the yacht club. It was used to set up a third division. In 1976, Jack Keefe and his brother Bob, both members of the St. Francis, also donated a trophy. This one was in memory of their father Harold Keefe and his good sailing buddy Ray Kilborn. The final division was created in 1978 after a club member found the ship's bell of the legendary schooner *Atlantic* at a second hand shop



LATITUDE 38/RICHARD

in Alaska.

One interesting aspect of the Big Boat Series is that there is no overall winner. Each of the five divisions has its own battle for supremacy. A boat's rated length, that is what it measures under a complex formula devised by the International Offshore Rule group, determines which division it competes in. The maxis always race for the St. Francis Perpetual, and then the boats get progressively smaller down through the City of San Francisco, Atlantic, Keefe-Kilborn and Rheem divisions.

During the week you are here, San Francisco will literally be the sailing capital of the world. Yachts and sailors from Australia, New Zealand, Italy, Hong Kong, the East Coast, Southern California and the Pacific Northwest will be here. For the maxi boats, this is their biennial stop in San Francisco, having just come from the Clipper Cup regatta in Hawaii and before that the Southern Ocean Racing Circuit (SORC) in Florida last spring. From here they'll go on to Southern California for a match race series amongst themselves called the California Cup, then back to Florida for SORC again and on to Europe next summer.

I bet you're going to be amazed by these maxis. Their masts are over 100 feet high! Each of the sails weighs 200 to 300 pounds and it takes four or five guys just to lift them on deck. You need some real beef to trim the sails once they are up. I've heard that *Sorcery*, a bright red maxi from Southern California, has even recruited a couple of NFL football players to crew. Do you remember Ted Hendricks of the Oakland Raiders and Elmer Collett of the 49'ers and Colts? Hendricks went into football retirement this year and he says he hasn't been able to hit or break anything all year. He's psyched!

But sailing one of those boats is much more than brute strength. It takes a lot of organizational skill. One of the best guys at that is Jim Kilroy, who owns the maxi *Kialoa*. He won the St. Francis Perpetual two years ago and recently took second at the Clipper Cup. Another great sailor is Commodore Tompkins — he got his name because he went to sea when he was two weeks old — who will be on *Kialoa*'s chief rival *Boomerang*, which won the recent Clipper Cup.

Actually, when it comes to great sailors,



of the women are part of a group that has done the past two Big Boat Series and each year they keep getting better. Who knows? This could be their year!

The races start at 1 p.m. on Sunday, Monday, Friday and Saturday. Wednesday's race is called the business special because they don't get going until 3 p.m. That's also the big party night at the St. Francis when everyone really has a blast. As you can imagine the clubhouse is jammed after every race. You can't even park in front of the club — you have to go to Crissy Field next door and take a shuttle bus. We can walk the docks freely, but getting into the clubhouse is by badge only. Don't worry, though, I've learned a few secret ways to get in.

We'll have a choice of watching from land or from my boat. Anywhere you can see the Bay from San Francisco is a good place to watch, and they usually set a mark right off the St. Francis YC where the boats turn after

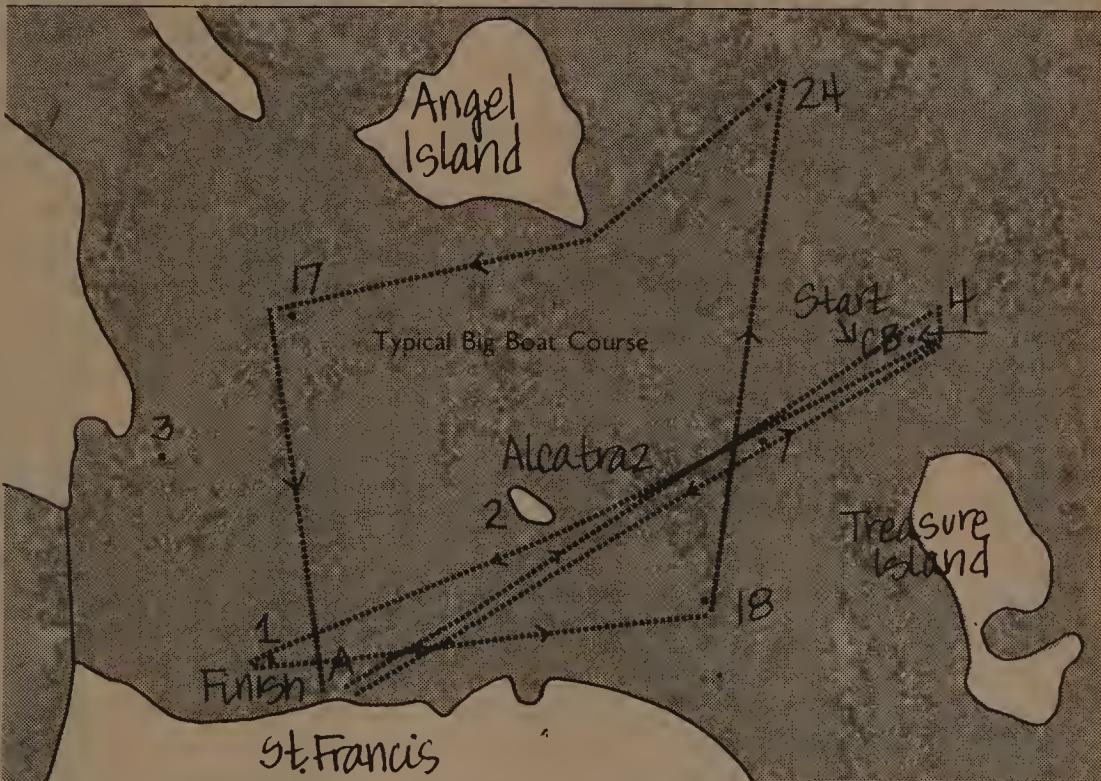
The starts, of course, are where the action will really be concentrated. There's a big advantage to getting off the line first in the Big Boat Series because it's usually a long starboard tack over to the City Front. The 80-foot maxis jockeying for position will be a real sight, with the crews tacking and jibing frequently to get the best position. Some of the best starters in the business, like *Bravura*'s Dee Smith and *Strider*'s Chris Corlett, will be out there making it hard for other boats in their divisions as well.

Since all the boats have different handicaps, you won't really know who is winning by their position on the course. A bigger boat has to give a certain amount of time to a smaller boat depending on how many miles they sail. If the smaller boat can keep close enough to stay within that time margin, it will finish ahead on corrected time. All the races count in this regatta, so in order to do well it's necessary to sail cleanly and with as few errors as possible. Sounds like fun, doesn't it?

Maybe when we get a little better we can

the place will be crawling with them. There's Ed Lorence on *Sorcery*, who skippered a 45-foot boat called *Camouflage* last year and cleaned up in the Atlantic division. Gary Jobson, who was Ted Turner's tactician on *Courageous* when they won the America's Cup in 1977, will be on *Jubilation*. Lowell North, the legendary sailmaker, will be on *Grey Fox*. Irv Loube, winner of the TransPac and the Tahiti race, will be on his blue *Bravura*. Steve Taft, sailing master on many winning boats, will serve the same role on *Sidewinder*. And there are literally dozens and dozens of guys just as good who will be here.

The weather has been hot and not too windy recently, and the usual westerlies that blow here on the Bay in the summer may not be as strong this year. The Big Boat Series is being run much later than usual because the St. Francis wanted to give the boats a chance to sail over from Hawaii after the Clipper Cup in August. If the winds are light, it could give some of the boats with less displacement a better chance. One of those would be *Strider*, a 55-footer that is being sailed by a male skipper and 24 women! Chris Corlett is the lucky guy in that deal, but actually he does have a few other men onboard. Many



a beat to head downwind. In fact, one of the best spectacles is the jibe-set sequence that happens after the boats beat up to the Sausalito shore and close reach over to the City Front. They jibe at the club mark and set their spinnakers for a run down past Angel Island. This is the place where the good crews can really show their stuff and those who foul up do it right in front of the spectator crowd.

sign on to one of these racing yachts. If I were a little bolder I would go down to the dock on race day and ask if someone needed an extra hand, which is what some sailors do. But this year I'll be happy to watch it with you, and you'll have some great stories to tell your sailing buddies back on the lake.

See you soon!
Chuck

BIG BOAT SERIES

IOR RATING	SAIL #	BOAT NAME	TYPE	OWNER	YACHT CLUB
St. Francis Perpetual Division					
70.0	32323	<i>Nirvana</i>	Pedrick 81	Marvin Green Jr.	New York
70.0	33700	<i>Boomerang</i>	Frers 81	George Coumantaros	New York
70.0	13131	<i>Kialoa</i>	Holland 81	John Kilroy	California
69.8	7177	<i>Sorcery</i>	Mull 82	Jake Wood	Lahaina
69.3	281	<i>Ondine</i>	Milgram 81	S.A. Huey Long	Larchmont
63.2	87204	<i>Winterhawk</i>	Farr 68	Hal Day	Bahia Corinthian
City of San Francisco Division					
53.7		<i>Strider</i>	Nelson/Marek 55	Dave Pickett	St. Francis
52.7	18927	<i>Earl of Mar</i>	Santa Cruz 50	D. Kirke Erskine	Monterey Peninsula
47.8	57444	<i>Swiftsure</i>	Frers 59	S. Kleinman	St. Francis
47.7	10149	<i>Orlanda</i>	Farr 58	Tom McLaughlin	
46.2	87171	<i>The Shadow</i>	Soverel 55	Richard Rogers	Los Angeles
44.1	8997	<i>Checkmate</i>	Peterson 55	Monte Livingston	Del Rey
43.4	53221	<i>Jubilation</i>	Frers 54	Jack James	Santa Barbara
42.0	47898	<i>Whistle Wing V</i>	Peterson 53	Neil McConaghay	Tacoma
41.0	7941	<i>Hawkeye</i>	King 48	Don Herndon	Sausalito
40.5	31105	<i>Artemis</i>	Peterson 50	Arthur/Lydia Emil	New York
40.4	87122	<i>Tomahawk</i>	Frers 51	John Arens	Balboa
40.2	32505	<i>Retaliation</i>	Frers 51	David Chatham	Marin
40.1	18990	<i>Sangvind</i>	Farr 50	Jerald Jensen	Metropolitan
39.9	32444	<i>Carat</i>	Frers 50	Wictor Forss	Royal Sweden
39.1	87219	<i>Brooke Ann</i>	Nelson/Marek 49	Larry Harvey	San Diego
Atlantic Division					
38.0	8964	<i>Wolfpack II</i>	Peterson 48	Leland Wolf	Coyote Point
37.8	8995	<i>Blade Runner</i>	Reichel/Pugh 48	Basil Twist	St. Francis
36.8	67205	<i>Aleta</i>	Peterson 46	Warren Hancock	Newport Harbor
36.5	8918	<i>Pegasus</i>	Holland 46	Bob Rita	EHC
36.4	67293	<i>Ghost</i>	Peterson 46	Dean Stiles	St. Francis
35.6	77177	<i>Pendragon</i>	Davidson 45	John MacLaurin	California
35.4	8987	<i>Bravura</i>	Frers 46	Irving Loube	St. Francis
35.3	87192	<i>Camouflage</i>	Frers 45	Maurice Bretzfield	California
34.5	KZ5070	<i>Shockwave</i>	Frers 43	Neville Crichton	Royal Akarana
34.2	87312	<i>Victory</i>	Dubois 43	Robert Butkus	Cabrillo Beach
33.9	KH883	<i>Bandido Bandido</i>	Frers 43	P.G.V. Jolly	Royal Hong Kong
33.7	8904	<i>Confrontation</i>	Davidson 45	David Fladlien	San Francisco
33.6	18988	<i>Sidewinder</i>	Reichel/Pugh 43	Randy Short	St. Francis
Keefe-Kilborn Division					
33.2	33086	<i>Scalawag</i>	Holland 43	John Kilroy, Jr.	
33.2	KH1081	<i>The Frumious Bandersnatch</i>	Peterson 43	A.J.S. Burge	Royal Hong Kong
33.2	77390	<i>Spectra</i>	Peterson 43	Robert Spriggs	San Diego
33.0	19850	<i>Scarlett O'Hara</i>	Peterson 43	John Kostecki	Richmond
33.0	69122	<i>Carissa</i>	Peterson 43	Curt Lillbridge	Everett YC, WA
32.8	87477	<i>It's OK</i>	Reichel/Pugh 41	Lewis Berry	Balboa
32.8	32492	<i>Creole Lady</i>	N.O. Marline	Francis Elder	Cypermont Pt., LA
32.7	8958	<i>Wolfpack I</i>	Serendipity 43	Henry Grandin	St. Francis
32.7	8986	<i>Wings</i>	Serendipity 43	Roger Hall	St. Francis
32.6	7799	<i>Geronimo</i>	Peterson 43	Richard Compton	Santa Barbara
32.6	59950	<i>Glory</i>	Peterson 42	John Buchan	Seattle
32.5	87070	<i>Medicine Man</i>	Peterson 42	Robert Lane	Long Beach
32.5	3325	<i>Monique</i>	Farr 42	Chris Gasparich	St. Francis
32.4	8948	<i>High Noon</i>	Peterson 41	Ben Dembart	Corinthian, Seattle
32.3	8971	<i>Clockwork</i>	Nelson/Marek 41	Lee Otterson	San Francisco
32.1	77790	<i>Insatiable</i>	Nelson/Marek 41	Thomas Armstrong	California
32.1	77733	<i>Free Enterprise</i>	Serendipity 41	Richard Ettinger	Newport Harbor
32.1	8963	<i>Chimo</i>	Nelson/Marek 41	Chuck Winton	San Francisco
32.0	77519	<i>Revenge</i>	Nelson/Marek 41	Wayne Willenberg	Pierpoint Bay
31.9	8974	<i>Flying Machine</i>	Peterson 41	Charles/Maro Walsh	Corinthian, Seattle
Richard Rheem Division					
31.8	69100	<i>Challenger</i>	Peterson 41	William Rudolph	Seattle
31.8	18900	<i>Leading Lady</i>	Peterson 40	Bob Klein/Stan Reisch	Richmond
31.6	KA806	<i>Bondi Tram</i>	Frers 41	Denis O'Neil	Cruising YC, Australia
31.5	89400	<i>Free Fall</i>	Farr 40	Ted Simpkins	Balboa
31.4	29178	<i>Libalia Too</i>	Davidson 40	Art/Libbie Kamisugi	Waikiki
30.9	8978	<i>Damn Near</i>	Kaufman 42	Bert Damner	San Francisco
30.9	18913	<i>Mirage</i>	Harlander 40	Les Harlander	Richmond
30.7	18941	<i>Grey Fox</i>	J/41	Don Trask	St. Francis
30.6	18936	<i>Flasher</i>	Frers 40	Laurie Timpson	Richmond
30.6	KH89	<i>Tsunami</i>	Castro 40	J. Cains	Royal Hong Kong
30.5	KZ5281	<i>Pacific Sundance</i>	Farr 40	Juliette Bloxham	
30.5	18940	<i>High Risk</i>	Frers 40	James Mizell	St. Francis
30.4	77704	<i>Rowdy</i>	Peterson 39	Charles Cheyney	San Diego
30.2	Z186	<i>Salt Shaker</i>	Peterson 39	Lee F. Tompkins	Oakland
30.1	KZ4803	<i>Defiance</i>	Lidgard 40	John Shirley/Bernd Gadow	Richmond
30.1	67745	<i>Rampage</i>	Choate 40	Philip Friedman	Del Rey
30.0	29000	<i>Sweet Okole</i>	Farr 36	Dean Treadway	Island

VIEWERS GUIDE TO THE FLEET

Nirvana: East Coast heavy Steve Colgate is expected to drive. Sausalito's Hank Easom will be local expert. Boat will retire to cruising after BBS.
Boomerang: Overall winner of '84 Clipper Cup. Very fast upwind. Two great drivers in Jeff Neuberth and Commodore Tompkins.
Kialoa: Should do better in smoother water than Hawaii when they were 2nd to *Boomerang*. Skipper Killroy won here two years ago and steers very well.
Sorcery: Skipper Ed Lorence has Peter Conrad from Connecticut onboard. Showed good speed in Hawaii but couldn't match *Boomerang* for the whole series.
Online: Recently reworked, she's fast downwind in a breeze. Russell Long, 12 Meter helmsman, is expected to drive.
Winterhawk: The old *Ceramco New Zealand Around the World* racer. Fractional rigged and a little too small to keep pace with the maxis.

Strider: Male driver and mostly female crew. Lots of desire in this group and with Chris Corlett some top flight leadership. The boat to watch win or lose.
Earl of Mar: One of the new breed of SC 50's with much better upwind performance than the original 50's. Could do well in light air.
Swiftsure: A veteran of many Big Boat Series but now past her prime. Always good in light air though and has Steve Jeppesen onboard.
Orlanda: Still an unknown quantity, but did get 4th in class at Clipper Cup and had a good Around the State Race. Fractional rig.
The Shadow: Took 2nd in last year's BBS and won class at SORC this spring. Big, powerful fractional rig with designer Mark Soverel driving.
Checkmate: The old *Bullfrog*, a favorite to win class as she did last year. Great boat, good sailors, excellent drivers in Buzz Boettcher and Paul Cayard.
Jubilation: Could be real tough, especially with Gary Jobson driving. Hull and deck weigh only 2,100 pounds!
Whistle Wing V — Heavener version of the old Checkmate.
Hawkeye: Under new owner Don Herndon, this twin bilge boarder will try to recreate its BBS wins in '75 and '79. Fun to watch on a windy spinnaker run.
Artemis: A Newport Offshore aluminum boat which took 2nd in class at SORC. Reportedly can do well in medium to light air.
Tomahawk: Very fast, very tough, "small" 50-footer. The old *Margaret Rintoul* which did so well at the '82 Clipper Cup. Dennis Durgan will be driving.
Retaliation: A modification of '82 SORC winner by the same name. Took 3rd in class at SORC this year. Good crew and Tom Whidden from Connecticut driving.
Sangyind: Local boat with local crew, currently leading YRA summer series. Several new sails and hull has been bumped.
Carat: The original *Retaliation*, winner of '82 SORC. Sistership to *Tomahawk*.
Brooke Ann: Should be better than her record shows, but has had problems with gear breaking. Designer Bruce Nelson expected to drive.

Wolfpack II: The old *Annabelle Lee*, winner of BBS in '81.
Blade Runner: Owner/skipper Bill Twist has top crew on what looks like a very fast boat. Favored to win class honors if they don't make any mistakes.
Aleta: A veteran of several BBS, but never really in the hunt. From Southern California.
Pegasus: This was Dave Fenix's boat before *Bullfrog*. 4th overall in the '80 SORC. Had a new, heavier keel added in '82 but never really tested after that.
Ghost: Won BBS class honors in '79. Now owned by a local sailor and has had yard work completed in the last year.
Pendragon: Southern California boat that took 2nd in BBS in '81. Dinghy ace Kimo Worthington is usually the driver.
Bravura: One of the Bay's best. Won BBS in '82 and TransPac in '83. New mast and keel, and on the helm are ace starter Dee Smith and Jeff Madrigali.
Camouflage: Blitzed their class last year in BBS. Reportedly under charter this year with Dave Ullman driving and Santa Cruz's Dave Hodges onboard.
Shockwave: 2nd in class at Clipper Cup. Could be very tough, especially with S.F.'s John Bertrand onboard and possibly an appearance by John Kolius.
Victory: Winner of '81 Admiral's Cup series in England. 3rd in class at '84 Clipper Cup. Good boat, could be tough with Dick Deaver driving.
Bandido Bandido: The boat is only a year old, but owner P. Jolly is very experienced in Australian and China Seas racing.
Confrontation: Local boat and crew. Middle of the pack last year but did manage to win a race.
Sidewinder: Won the Around the State race at '84 Clipper Cup. Rating is down from Hawaii. Top crew, including Steve Taft of Alameda.

Scalawag: New boat.
The Frumious Bandersnatch: Great name, good in heavy air. Crew from the California Maritime Academy.
Scarlett O'Hara: One of the Bay's best. Won SORC in '83. 2nd in BBS last year. Richmond's John Kostecki is a hot driver.
Carissa: Brand new boat.
It's OK: The first boat designed by Reichel/Pugh. 3rd in class at '84 Long Beach Race Week.
Creole Lady: Built by Tom Dreyfus New Orleans Marine. Modified version of the Serendipity 43. Al Gooch will be driving.
Wolfpack I: The old Soc under new ownership.
Wings: One of the Bay veterans. Took 3rd in class last year. Can be tough, especially if Richmond's Craig Healy is driving.
Geronimo: 3rd in class at Long Beach Race Week for the past two years.
Glory: The best IOR boat from the Pacific NW. Started off great last year but had troubles at end of series. John Buchan is the driver.

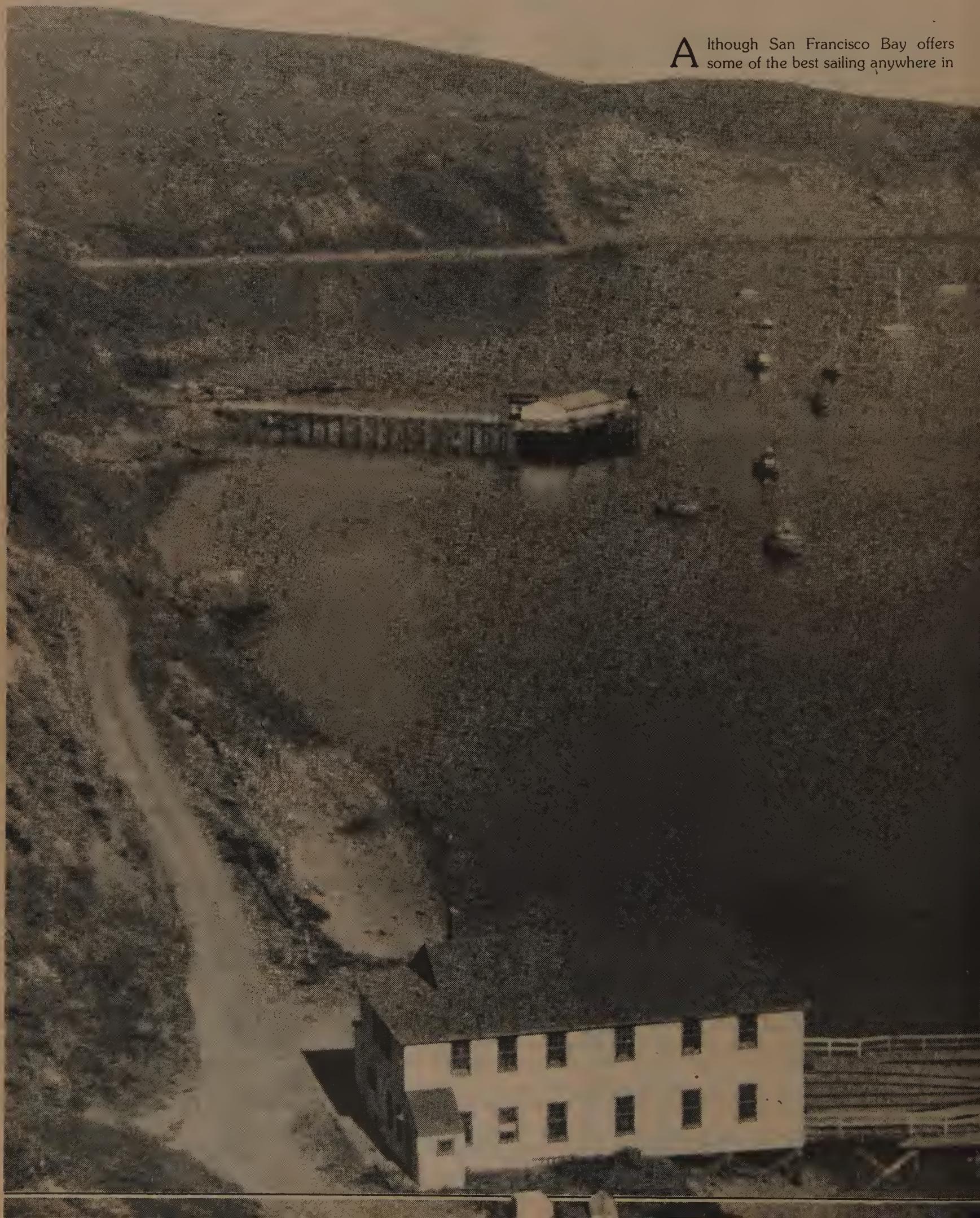
Monique: 5th in class in '82. One of the Bay's steadiest IOR entries. Fractional rig that needs a breeze.
High Noon: One of the prettiest IOR boats ever built with natural wood hull. Used to sail on the Bay, but now from the Pacific Northwest.
Clockwork: Strong, consistent boat and crew. Won class in BBS two years ago with three bullets. Driver Ray Pingree very tough on the Bay.
Insatiable: Southern California boat. Middle of the pack for the last two BBS. Sistership to *Clockwork* and *Chimo*.
Free Enterprise: Middle of the pack last year in BBS.
Chimo: Very experienced Bay boat with good owner/skipper. 5th in class last year. Could be a threat.
Revenge: Formerly *Brooke Ann*, which won class last year in a thrilling duel with *Scarlett O'Hara*. Won her class at '84 Long Beach Race Week with bullets.
Flying Machine: Formerly *Salute*, which won class last year at BBS. Sails extremely well for her rating.

Challenger: Like *Salute*, good boat from the Pacific Northwest.
Leading Lady: Won BBS from '78 to '80. A bit past her prime but won several races on the Bay and Ocean this spring and took 3rd in the Stone Cup.
Bondi Tram: Aussie boat with local crew headed by Bill George, skipper of *Wings* in '83. Should be very competitive. All bullets at Clipper Cup.
Free Fall: New Farr 40 that rates a foot higher than the others.
Libalia Too: Fractional rig from Hawaii. Replaces Art and Libbie Kamisugi's *Libalia Flash* which broke mast at the Clipper Cup. Would be tough to do well.
Damn Near: Local boat and crew that are always tough in BBS. Took 5th last year and won a race. Fractional rig that goes well in a breeze. Has several new sails.
Mirage: Owner/designer/skipper Les Harlander of Richmond has won class twice in his old *Mirage*. More lead in keel and a little less sail area than last year.
Grey Fox: Very talented crew with Oakland's Don Trask and sailmaker Lowell North. Did poorly at Clipper Cup but weren't tuned up very well.
Flasher: Sistership to *High Risk*. Local boat and crew. Driven by Oakland's Cliff Stagg. Usually middle of the pack but has shown flashes of brilliance.

Pacific Sundance: Took 3rd overall at Clipper Cup. One of the hot new Farr 40 fractional rig boats. Great upwind in a breeze. Rumored to have all-woman crew.
High Risk: Local boat. Took 3rd in class last year, winning the last race. Did poorly in Clipper Cup but can be very tough on the Bay. Jim Coogan driving.
Salt Shaker: Local boat and crew, very experienced on the Bay. Some new sails. Kame Richards will be on the onboard expert.
Defiance: Local boat. Untested in tough competition. Fractional rig. Has some new sails. Eager to do well.
Sweet Okole: Took 2nd in BBS in '79. TransPac winner in '81. Normally rates 29.7 but has added bigger chute and longer pole. Great off the wind in a blow.

DRAKE'S BAY

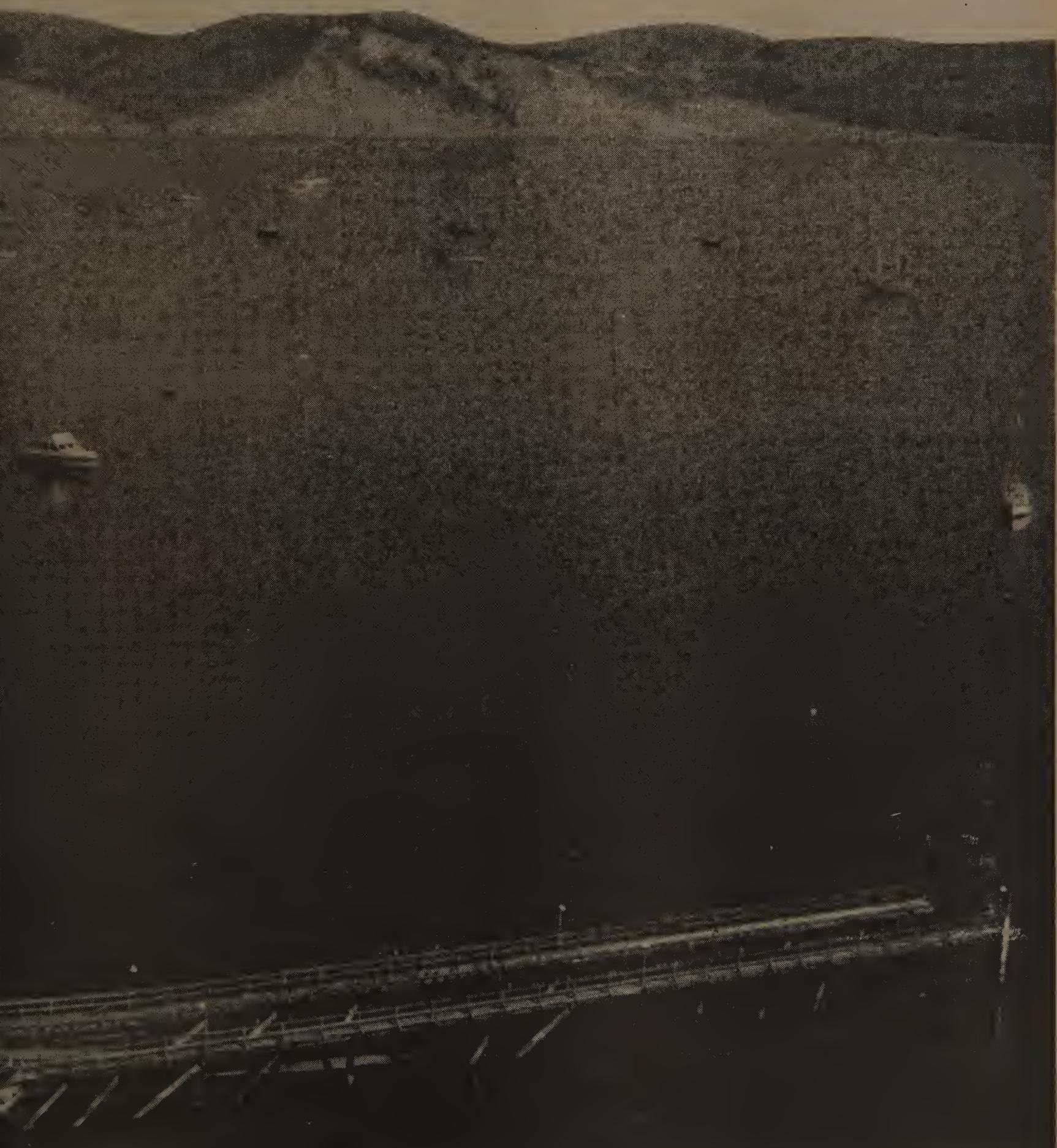
Although San Francisco Bay offers some of the best sailing anywhere in



the world, there are those who feel that, once outside the Gate, there's "nowhere to

go". *Au contraire*. While you'd definitely have to pack a few extra Twinkies to make it

to Tahiti, Drakes Bay, only a day's sail to the northwest, offers a sheltered (from the north-



DRAKE'S BAY

west) anchorage, great hiking and scenery and, for the 20 or so boats that spent Labor Day weekend there, excellent weather. We caught up with one of them, *Misfit*, an Islander 36, and asked its owner what Northern California cruising was like.

"Mark and I had done some ocean racing before," says Tim Stapleton, "but this was going to be my first real 'cruise' outside the Gate. It would be the first ocean sail for my girlfriend, Beth, and Janet, the friend she was bringing along."

To prepare, Tim spent a good deal of time

ALL PHOTOS BY TIM STAPLETON

going over all his gear, paying special attention to safety equipment, and readying his crew for almost anything the wild old Pacific could dish up.

"I bought new safety harnesses, prepared everybody for cold weather, boned up on my charting and DR... and then we headed out under the Gate at 7:30 Saturday morning and motored all the way to Duxbury Reef in a dead calm."

The wind finally filled in about mid-morning and *Misfit* began ghosting along close by the reef. Not long after, the trolling line went taut and the crew pulled a big, fat salmon aboard. The 24-inch fish — "the best we've ever eaten" they said — was dinner that day, and lunch and dinner the next.

There is still some controversy over

Did Sir Francis Drake meet people like this?



Most of Labor Day weekend was uncharacteristically warm and calm.



whether Sir Francis Drake really did anchor in the bay that bears his name. From what can be gleaned from his 1579 log entries, it sounds as though he's talking about present day Drakes Bay, but they could also have referred to some part of San Francisco Bay or even Santa Barbara. What SatNav could have done to clear up the history books.

By the time *Misfit* rode a lift into Drakes, the wind was really starting to blow, so the

crew set the big high-tensile Danforth and plenty of rode. "It blew about 30 knots until midnight," we heard. "And it was cold." Protected from the swells, though, the boat rode easily and everyone slept well.

Sunday morning broke warm and windless. Tim, Mark, Beth and Janet spent the day exploring trails around Pt. Reyes — the peninsula leading to it forms Drakes Bay — sailing the dinghy around in the afternoon.

and savoring gin and tonic, beer, wine, more salmon — and even the 49ers victory over Detroit on the 12-volt TV. Now that's prepared for everything!

Monday dawned overcast and, again windless as *Misfit* began motoring back home to Sausalito. There was finally enough wind as they neared the Gate to fill the spinnaker. The tired but happy foursome had a good sail in and good memories to last the winter.

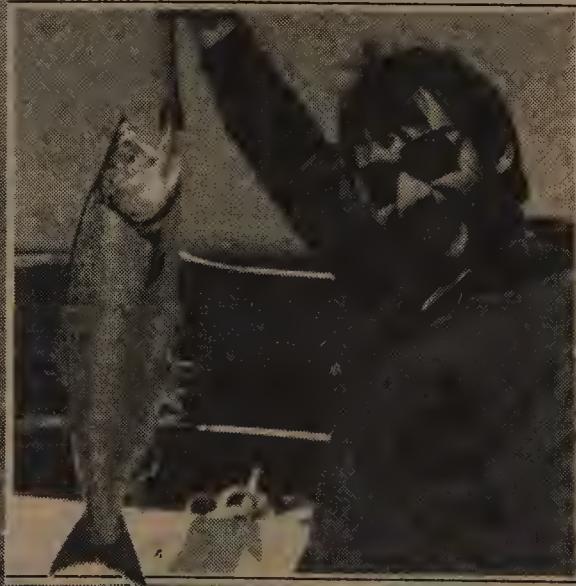
Nowhere to go outside the Gate? Au contraire.

— **latitude 38** — jr

"Cliff? What cliff? There's a cliff around here?"



The big one that didn't get away made great eating.



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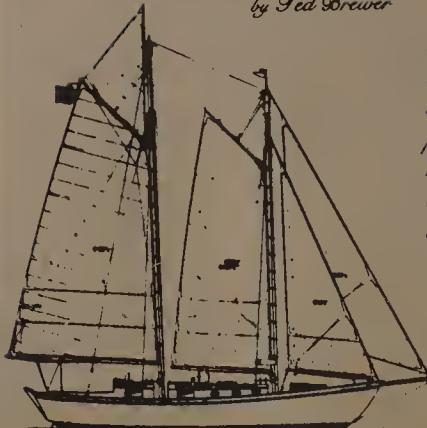
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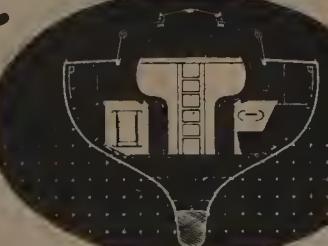
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Those who follow the big boat racing on the Bay have been seeing a new name for the past year and a half. It's not your garden variety name either, unless you're growing herbs in yours. San Francisco's Basil Twist Jr. has recently emerged as one of the hottest owner/skippers on the West Coast in IOR racing, first with his Peterson 41 *Salute* and now with the Reichel/Pugh 48 *Blade Runner*. Although untested against top competition, *Blade Runner* is a favorite to win her class in the upcoming St. Francis YC Big Boat Series. Owner Twist is a big reason for that prediction.

Basil, who's usually called Bill, appears enigmatic to the casual observer, especially in the context of the stereotypical big boat owner. He has the financial credentials to play in this high stakes game, where putting a competitive boat on the starting line costs

Twist is no
novice when it
comes to
driving a boat.

between a quarter and a half a million dollars. Accumulating that kind of disposable income often takes several decades. At 41, Twist is relatively young. He is also blue eyed, trim and devilishly handsome, yet he lacks the brash and bravado commonly associated with high rollers. In person he could almost be considered shy, yet he possesses unmistakeable confidence.

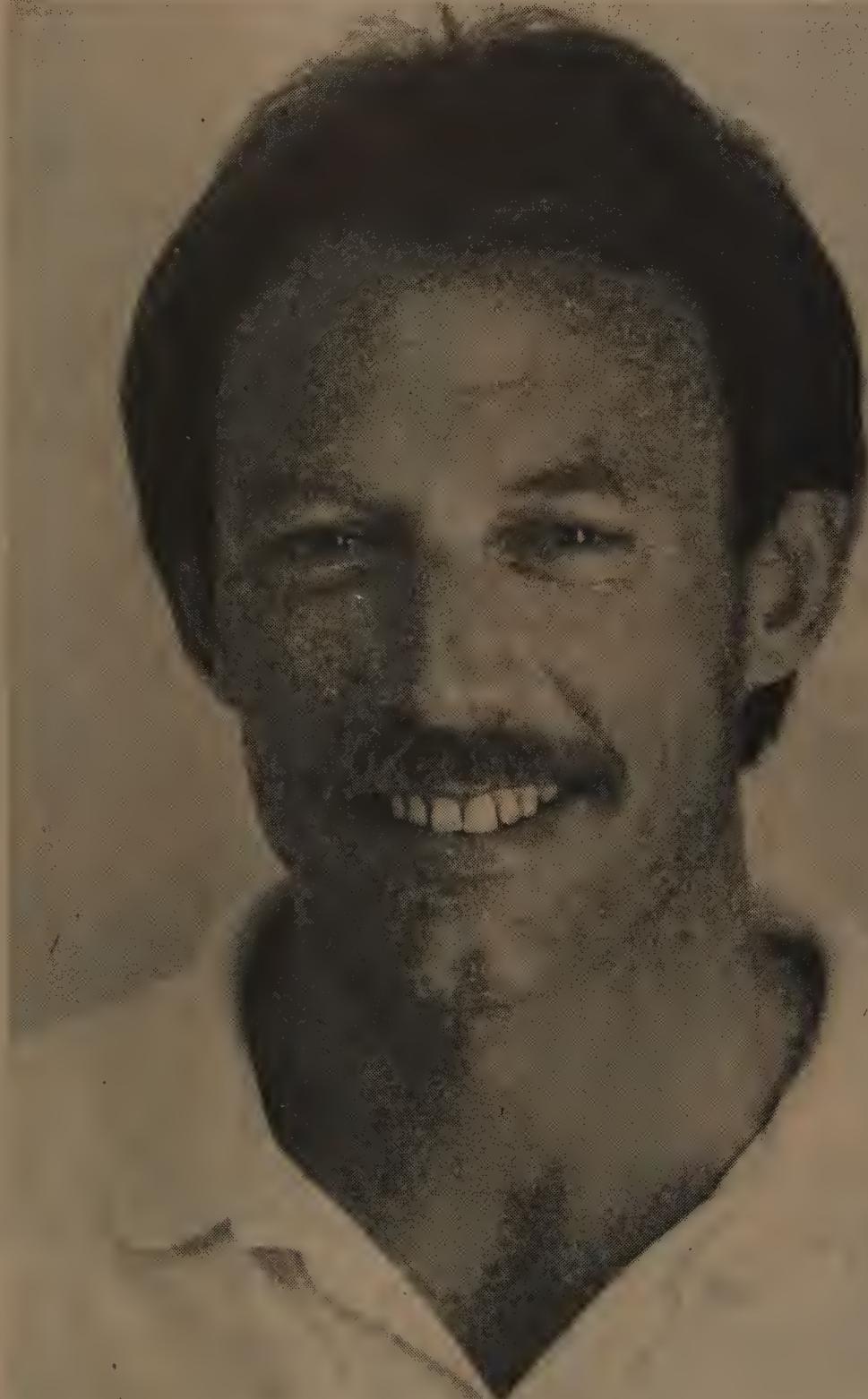
Perhaps most perplexing, and to those who sail with him most delightful, is that Bill Twist is no novice when it comes to driving a sailboat. While many big boat owners rely on the skills of a specialist to steer in events such as the Big Boat Series, Twist takes the wheel firmly in his own hand. Few can hold it better. There are no lack of experts at other stations on his boat — both *Salute* and *Blade Runner* have been blessed with the presence of Jim Pugh, Dave Hulse, Larry Herbig, Don Kohlmann, Keith Randall and Rhett Jeffries, and others — and Twist is considered an equal onboard.

"Sometimes you feel kind of sheepish on

LATITUDE 38/SHIMON

Basil "Bill" Twist, Jr.

boats where the owner sits on the stern and writes checks," says Herbig, an Alameda sail designer and tactician on *Salute* when they won the Richard Rheem division in the Big Boat Series last year. "But Bill starts the boats, he steers around marks and he drives 90 percent of the time. He sails real clean and with virtually no mental blunders. It's almost impossible to get him pissed off — and there are times when we try!"



To solve the riddle of how Bill Twist has emerged, apparently quite suddenly, as talented owner/skipper, it's necessary to back up in time. His nautical heritage stretches back to the early part of the century when his grandfather bought the first powerboat in Southern California's Newport Beach harbor. His father, Basil, Sr. raced small boats, including the popular Snowbird, a 12-ft catboat.

Snowbird class racing rules required a crew of two, but one could handle the boat adequately. In the mid 1940's, kids would

BILL TWIST

recruit the smallest extras they could find and load them onboard with a supply of comic books to keep them happy. This was how Bill, starting at age two, began his sailing career. Four years later his grandfather gave him an Inter Club dinghy of his own. He was able to sail away from the dock, but the fine points of beating to windward still eluded him. "I ended up on the downwind end of the harbor," he recalls, "and my father had to swim out to get me. He taught me how to sail upwind first and then reach off."

Bill got his own Snowbird in 1950, which he sailed in the highly competitive local fleet for the next seven years. During the three months of summer he averaged three races a day and his rivals included sailors such as future America's Cup helmsman Bill Ficker. The lessons learned in that classroom are the kind you take with you for life.

It was also during this period that Bill and his younger brother, George, hung out with



The new Reichel/Pugh 48 'Blade Runner' looks impressive.

LATITUDE 38/RICHARD

Henry Sprague, who later made his mark in the Olympic Finn class and won the prestigious Congressional Cup match race series in 1969. Bill was the oldest, and he instigated all kinds of mischief both on and off the water. "We used to blow up mailboxes on the Fourth of July, ring doorbells and hide, and fire water balloons at the harbormaster," recalls Sprague.

Bill taught Henry how to sail in his Snow-



bird and the two raced together often. Later they moved into the Metcalf dinghy, more high performance boat. Henry says he considered Bill the best sailor ever. He remembers one race in Newport Harbor where they were in second behind an older competitor who was doggedly tacking to cover them. "Bill said 'Watch this,'" remembers Henry. "He timed our next tack so that the other guy reacted without looking where he was going. He came about and ran right into a moored boat! That was one of the best moves I've ever seen!"

Bill graduated to a 22-ft Star boat in 1959. At the age of 18 he won the highly competitive district championships and a berth to the Star Worlds. He and his crew Morgan Morgan took fourth overall, a commendable feat for a sailor of any age.

An outstanding student and athlete in

Bill helms 'Stuff', a Doug Peterson-designed Chaser 33, on the Bay.

addition to his sailing, Bill went right from the Star Worlds to enroll at Stanford. Sailing began to fade into the background as he discovered other appealing interests, such as girls. Nevertheless, he did win the collegiate singlehanded sailing title one year and crewed on the 1963 TransPac aboard Robert Alexander's 38-ft *Koe Matu* from the Corinthian YC. The following year he raced to Tahiti aboard the legendary 72-ft ketch *Ticonderoga*. In addition, one of his summer vacations was spent running the junior sailing program at the Balboa YC in Newport Beach. Among his pupils were Carl Schumacher, Argyle Campbell, Dave Ullman and Mark Hughes, all now excellent sailors.



DIANE BEESTON

LATITUDE 38/RICHARD

Almost 12 years elapsed following graduation from Stanford before Bill got back into serious sailing. The interim was filled with a stint as an All American volleyball player, marriage to his college girlfriend Lynne, business school in Chicago, starting a family and five years in the investment leasing business with San Francisco's Itel company.

In 1976, Bill and two others left Itel to form their own company, a financial services branch of the Chicago-based leasing company COMDISCO. The sailing urge struck about the same time, as Bill recalls, on a sunny, blue sky day when hundreds of white sails dotted the Bay. "I thought there was no reason why I shouldn't have a boat," he says. He bought a Ranger 23 with a friend from business school. They shocked the rest

of the fleet and themselves by winning 11 straight races that season.

Bill sold the Ranger after a year, but he knew he wanted a bigger boat. A friend of his had ordered a Doug Peterson-designed Chaser 33 and Bill liked the looks of it. He could sail shorthanded with his kids Billy, Summer and Zachary, or by himself, and he could race it on the ocean and Bay. He found one of the 33-footers in New York on a business trip, bought it and brought it to San Francisco. Under the name *Stuff*, the boat proved very competitive, winning the Bay championships in 1979 and in 1980 the Danforth ocean series.

Stuff's crew varied from race to race to include Bill's friends from work and social events, but the core remained fairly steady. They included the talented Donovan brothers, Jim and Bill, Peter Daley, who later became "King of the Foredeckers" on



SORC winner Scarlett O'Hara, and Rob Moore, owner/skipper of the highly successful quarter tonner *Summertime Dream*. Moore, who now works for Twist at COMDISCO, holds him in high regard, both as a sailor and a businessman. "He doesn't know how to lose," says Rob.

Bill began to set his sights higher with *Stuff*, and asked the Donovans to deliver the boat to Southern California for the 3/4 Ton North Americans. A four a.m. phone call brought the news that the boat had been beached in Santa Barbara, a near disaster which had at least two very positive results.

One was that the keel and rudder had to be replaced. Bill had Doug Peterson update the old designs and *Stuff* became a faster, better boat. The other was the beginning of Bill's friendship with Jim Pugh, who was working for Peterson at the time.

After a couple of seasons with *Stuff*, Bill was ready to sell the boat and step out of racing for a while. Other areas of his life beckoned, such as his family and work, as well as his involvement with his friend Werner Erhard's est organization. "I wanted to pull back for a while," he says, "but I got a call from Jim Pugh. He told me about this 41-footer they were working on and how great it would be." The end result was the Peterson 41 *Salute*, which was completed in the spring of 1983.

"It was a real eye opener," says Bill, "to see how involved IOR racing is at the top end. It's not just tactics and steering anymore, but things like building the boat to the designer's intention, tuning the rig, getting all the right sails, selecting the crew and orchestrating everything to make it work out on the course." In Jim Pugh, Twist had one of the

'Salute', a Peterson 41, won both Long Beach Race Week and the Big Boat Series in 1983.

best in the business at doing just that. In fact he agreed to the deal only on the condition that Pugh put everything together and Bill would step aboard and go sailing.

The chemistry that developed on *Salute* proved to be almost unbeatable. After working out the bugs in the 1983 Lightship race, and the Stone Cup, they went south and won Long Beach Race Week in June. Back

BILL TWIST

on the Bay in September, they thrashed the competition in the Big Boat Series. A visiting sailor from Seattle was so impressed he offered to buy the boat. Bill knew the price would never be better and he made a deal.

Once again, the Pugh/Twist connection resulted in another, even bigger project. The new 48-footer is a stripped out racing machine, unlike *Salute* which had some amenities below for cruising. (Bill had at one point planned to co-own *Salute* with Werner Erhard, who is less avid about racing than Bill.) Jim was again totally in charge of putting the boat and crew together, a precondition required by Twist. While Pugh has endured a stormy reputation in the past on other boats, he has a real admirer in Twist. "He knows a lot about everything, he's hard working and he's a perfectionist," says Bill.

The crew on the *Blade Runner* for the Big Boat Series will be comprised of the group from *Salute* plus a few extra talented hands. As driver and owner, Twist has the final word, although by no means the only one. "We believe in the adversarial system of decision making," says Herbig. "Whoever has

"I couldn't
justify it if
I wasn't
driving."

the best argument wins, although Bill will sometimes listen to it all and decide he wants to tack anyway." Dave Hulse adds that "we're a pretty vocal group and it's fun to sail that way. Bill allows it but he doesn't let it interfere with his driving."

Even though he holds a place as "one of the guys onboard", Twist is also very aware of his responsibilities as owner. In addition to paying for the boat, he picks up lodging and food expenses. Putting *Blade Runner* on the starting line will cost over \$400,000, a sum which Bill finds amazing. He also questions the propriety of it all. He devotes consider-

able time each year to raising funds for the Hunger Project, a spin-off group of est devoted to eliminating hunger on the planet, and wonders if the money spent on *Blade Runner* might be better utilized.

"For me," he says, "I couldn't justify it if I wasn't driving the boat. That's not to say the owners who don't drive are wrong. Guys who own the good IOR boats, like *Bravura*'s Irv Loube and *Great Fun*'s Clay Bernard, are good managers and there's a tremendous satisfaction in putting together a successful campaign. Racing at this level is incredibly complex and driving the boat is just a small part of it."

For the guys sailing on *Blade Runner*, they're awfully glad the fellow on the helm does his job as well as he does. He's also turned out to be a terrific owner. Put those together and they're happy as bovines in a barnyard. Their competition isn't quite so pleased, and the name Basil Twist, Jr., is one they would just as soon forget.

— latitude 38 — sv



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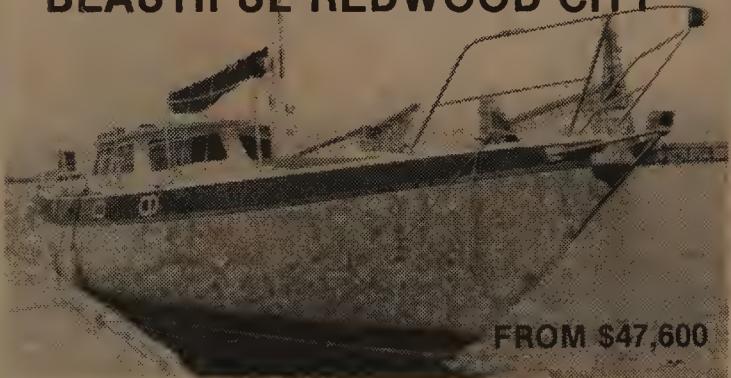
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CALIFORNIA CRUISING:

Oxnard. You've probably heard of the city whose name sounds like an animal's sex organs, but do you have any idea where it's located? And what about Ventura? Most Northern California sailors have only the foggy notion that these two harbors are somewhere south of Morro Bay and north of San Diego.

On the chance you'll be passing them on your way to Mexico this winter or are looking for a Southern California cruising base next summer, we're going to familiarize you with Oxnard and Ventura on the following pages. And with good reason. To our way of thinking they are the best two harbors in Southern California. The best? Absolutely. They've got it all — especially Ventura.

To clear the fog, Oxnard is about one-third the distance — roughly speaking — between Santa Barbara and Marina del Rey. Ventura is just five miles northwest of Oxnard. These are the harbors closest to California's best cruising grounds, the Channel Islands. It's a mere ten miles from Oxnard to Anacapa, and just 17 miles from Ventura to Santa Cruz Island.

But don't be over-influenced by their proximity to the islands; Ventura and Oxnard would still be tops if they were 500 miles away. What's so great about these places? Well, the list is so long we're afraid we're going to miss some of them, but we're going to take a stab at the first five or six reasons that cross our mind.

The weather. It's plenty warm in this region during the summer, but you don't swelter in smog as you do just a little further

ALL PHOTOS BY LATITUDE 38/RICHARD

south. And lying along the flatland of the Santa Clara River valley, summer winds are often 15 to 18 knots — with a good sprinkling of 5 to 6 knot days. In other words you can have thrilling sailing on Saturday and hot naked sailing on Sunday.

The Facilities. There's room for everyone who wants a permanent or transient berth in Channel Islands (Oxnard) or Ventura. And, the facilities for all range from good to the very best on the coast. The prices aren't bad, either.

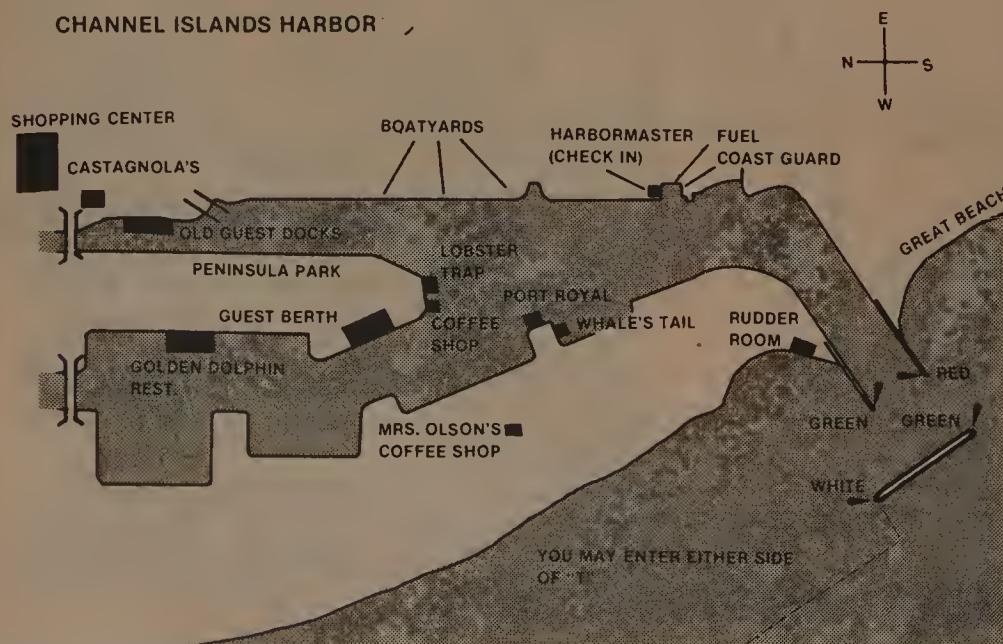
The Ocean. Between October and May the temperatures in this part of the Santa Barbara Channel are brisk, but from mid-May on it offers refreshing relief from the warm air temperature. During July, August, and September the water is delightfully pleasant, and you can swim for hours without getting cold. And unlike Santa Barbara to the north, the Channel Islands do not block summer's south swells from hitting Oxnard and Ventura. Thus the body-surfing, belly-boarding, and surfing are great.

The Beaches. These are wide and long, with endless white sand. They rarely ever come close to being crowded, and a little hike means you can get all to yourself. Best of all the beaches are clean and unspoiled.

The Farmland. Any marina in Southern California that's surrounded by farmland has got to be okay — don't you think? You bet your broccoli and sprouts!

The People. Ventura County folks don't

A rough map of Channel Islands Harbor at Oxnard.

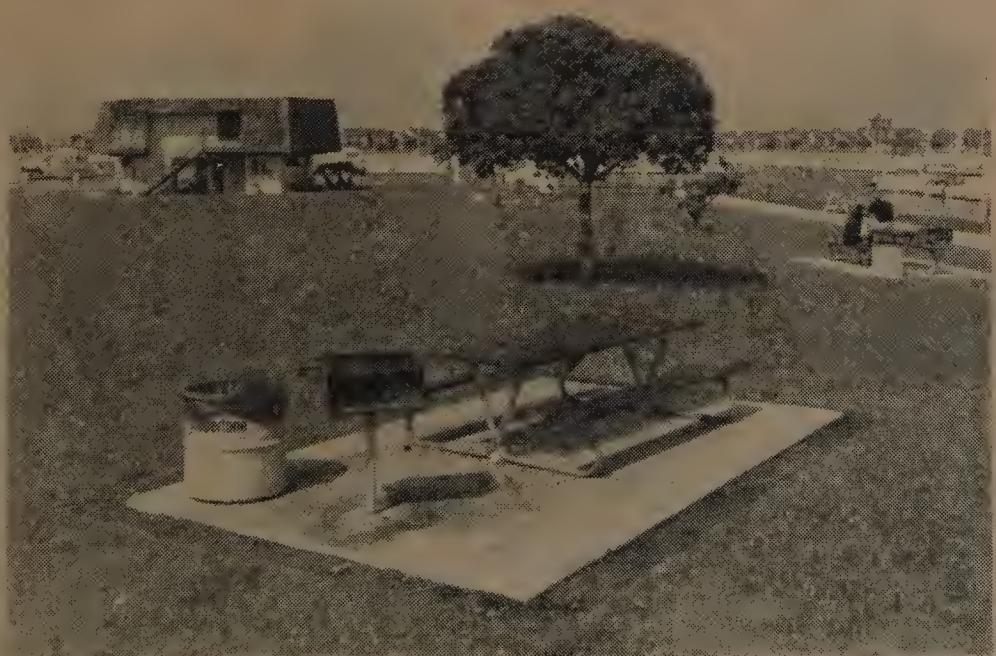


There are plenty of empty berths at Channel Islands.





Above, the beach at Channel Islands north side. Below, Peninsula Park picnic facilities at Channel Islands.



give off any of the smuggery that's become a minor epidemic in formerly very friendly Santa Barbara, nor is there any of the hustle or glitz that sometimes characterizes parts of Los Angeles and Newport. Ventura County people are straightforward, calm and easy-going. Although the area is one of the fastest growing in the United States, folks along the waterfront haven't forgotten how to smile.

Although we personally have a slight preference for Ventura, Oxnard does have a couple of strong points in its favor. For example, the breakwater at the entrance to the 2,200-berth harbor has always been able to take more of a winter swell before closing out than has Ventura's. And it's recently just been dredged. It's also easier to find your way in at night.

Channel Islands is also the choice for easy provisioning — in fact it's one of the easiest places to load up on the coast. Kitty-corner to the older guest docks is a moderate sized shopping center with everything you need. There's a B of A with Versatel to load up with cash, a Safeway for food, a Thrifty for ethical drugs, a Carl's Jr. for the burger fix, a Round Table for pizza to go, and a health food store for vitamins to counteract all the junk food you've just wolfed down. And no sweat if you pull in at 3 a.m., as the Season's restaurant is open all night. And hey, there's a laundry, too.

The older transient facilities at Channel Islands have two kinds of guest docks, according to harbor patrolman Jack Peveler. There's a free day dock with a two-hour limit, ideal for a quick provisioning before

The solution to a heat wave.



CALIFORNIA CRUISING:

heading back to Santa Cruz Island.

There are also overnight guest berths, which run .35 per foot per night or \$13.65 for a 40-footer. You can stay for seven nights until which time the rate doubles. The heads and showers are satisfactory by Southern California standards (but only fair by Ventura standards which are the best on the coast.) The gate to the guest berths is very secure. Because of all the barb wire — and perhaps land mines — we suspect it was designed by the same folks who did the Berlin Wall.

If you don't have to reprovision, we suggest you ask to be given a guest berth at the newer guest facilities near Peninsula Park. Besides being closer to the beach — both guest berth areas still require a dinghy ride to get within walking distance — the facilities are brand new and are adjacent to a terrific park with picnic tables, BBQ pits, little shade trees and a nice lawn. Other guest berthing possibilities include any of the five private marinas or the several yacht clubs.

Our only big complaint with Channel Islands is that the relatively big harbor is rather linear, as such it's often too far to walk to places. Walking to the beach from the guest docks, as we said, is out of the question. The chandleries and boatyards are both healthy walks from the guest docks. So have that drink ready for use.

There are some good places to eat in Channel Islands Harbor, although it tends to be a little on the fancy tourist side. Castagnola's — and a couple of other spots — is right by the old guest docks, and we've

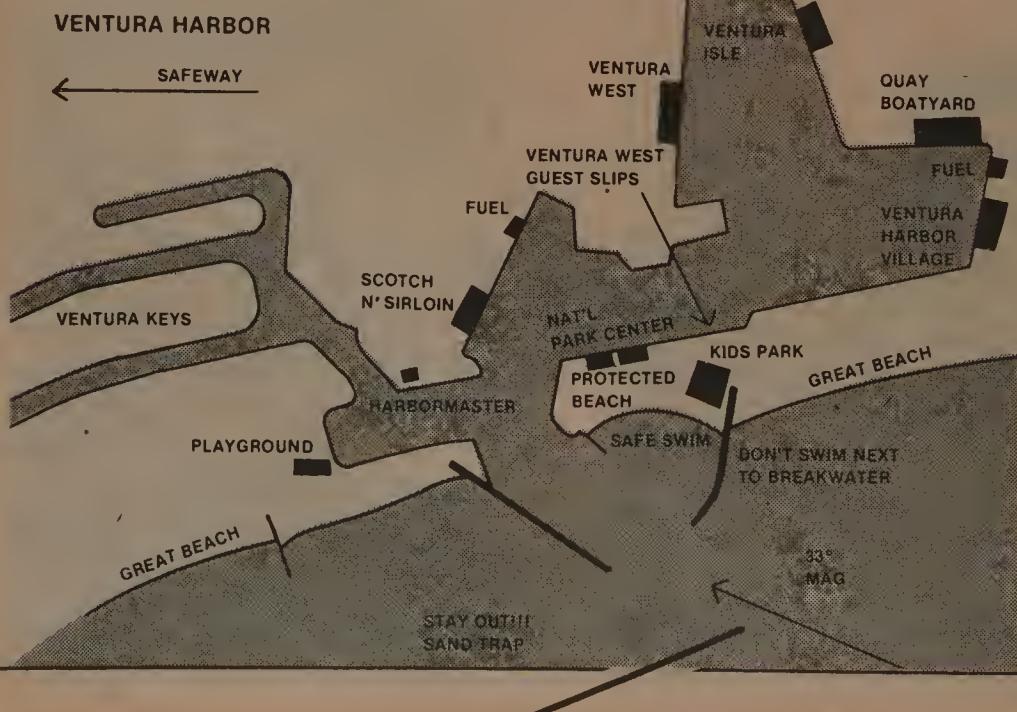
always enjoyed that. The Lobster Trap, the Whale's Tail, and Port Royal are fancier surf and turf places with bigger tabs. The Whale's Tail has live music at night, and you can tie your boat up to the guest dock for two hours.

The beaches on both sides of the Channel Islands jetty are beautiful and the water is surprisingly clear. There are no food or services on the south side, so bring your own. The north side is something else. There's a little deli, and a bar called the Rudder Room; both do a good business.

The Rudder Room is a voyeur's delight. Set low and fronting the sands of the huge beach, the long bar's window faces out and up to a volleyball court directly in front. The game of choice, when we were there, is teams made up of one man and one woman. Now the dress code in Southern California says that you can wear suits as small and as thin as you want — as long as you're healthy and doing something athletic. Everybody takes the dress code right to the limit.

This, of course, is not lost on the not-so-trim or athletic Saturday morning patrons of the Rudder Room. The time we were there everyone — male and female — commented freely and graphically on all parts of the anatomies of those so abundantly on display before their very eyes. With such a great attraction right out the window, no wonder nobody paid any attention to the baseball

A rough map of the Ventura Harbor.



The Jaycee's bikini contest winner wore a leather jacket in 95 degree heat.



OXNARD & VENTURA



Above, everyone has fun in the surf of Hurricane Marie. Below, Island Packers as seen from the National Park building.



game on the starboard TV or the football game on the port TV.

It's only about five miles up the coast to Ventura, but boats that neglect to work far enough offshore never make it. Sometimes a shallow water wave upsets them and puts them in the soup, and sometimes they just sail right into the sand, unaware of how shallow it has become. You've been warned.

The entrance to Ventura Harbor has claimed lives and is worthy of a little study. The first thing you should notice is that the north side of the 't' is a sand trap, not an entrance — so don't ever attempt it. In fact the only proper approach is to locate whistle buoy #2, .82 miles offshore, and only then head in on a course of 33° magnetic. To cut the corners — even on days that appear calm — is to run a serious risk of being struck by a surprise wave or striking a moving shoal. So don't cut the bloody corners!

Even once you're abeam of the 't' you must keep your eyes open. There are moving shoals within the main breakwater, so you must carefully follow the red and green buoys that mark the existing channel. As far as we're concerned, it's foolhardy to enter this harbor at night until you've become intimate with it.

Even though a big new light was installed last month at the end of the breakwater, and even though the dredge general manager has done a terrific job nipping shoaling areas in the bud, you don't want to enter this harbor during a heavy north swell, either. Several people have been killed trying it, and earlier this year a 40-ft former Coast Guard

In big surf the waves next to Ventura's jetty can be dangerous.

**WARNING
HAZARDOUS
RIP
CURRENTS
NO LIFEGUARD
ON DUTY**

CALIFORNIA CRUISING:

vessel got smashed up pretty good trying to sneak out.

In fact Skip Riley in the harbormaster's office recommends that sailors approaching the harbor between the months of December and June always give their office a call on VHF 16 for the condition of the entrance. The harbor patrol is prohibited from advising you whether to enter or not, but they will state the condition of the entrance. If the waves are large and anywhere near cresting, you don't want to attempt it. You'd be better off trying Channel Islands.

But don't let the warnings about this harbor frighten you off. Prudent seamanship will carry you through without difficulty, and only a couple of periods each winter would you have to head elsewhere.

There are no guest slips operated by the City of Ventura, but both Ventura Isle Marina and Ventura West Marina can virtually always find a spot for your boat. We can't say enough about the facilities at both of these private marinas; they are not only more than adequate in terms of showers and laundry facilities, but they are also kept wonderfully clean. Three dips of the ensign to both of them!

Rates at Ventura Isle are \$7.50 a night for boats up to 40-ft, and \$10 a night for larger boats. This is a good rate; compare it to the public docks in Channel Islands Harbor. Actually we can remember paying \$17 a night for our 39-footer here two years ago; we're told that local competition is what's reduced the rates so dramatically.

Transients wanting berths at Ventura Isle

Marina are requested to phone a day or two ahead with their plans, and arrive before the marina office closes at 5 p.m. You tie up at the end of G Dock — it has the pump-out station at the end — and walk up to the office.

For most size boats the other private marina, Ventura West, is just a little bit more expensive at \$.25 per foot per night. No offense to the folks at Ventura Isle, but we'll pay the extra money. The reason is simple, most of Ventura West's transient slips are on the peninsula — just across the road from the bloody beach! Talk about fat city. Additionally you'll be in among other travelling sailors and hard by the Channel Island National Park center and its wonderful display on the Channel Islands and the sea life found around them.

The folks at Ventura West are also used to having folks spend a lot of time on their boats. In fact, Phase I of their marina has 40 percent legal liveabards. To make life comfortable for those folks, there are 22 showers for the 200 liveabards, indoor storage, freezer lockers, a car wash area, and an indoor gathering and recreational area that's simply described by the management as "Ooooh my!!!!". The nice folks here soften the shower water before they let it fall on your tender body; they really do.

Once you're snug and tied up at Ventura, you'll find that everything you need is within walking distance, and everything you

Ventura Harbor is still growing, with new businesses on the way.



The safe swimming beach and harbor entrance at Ventura as viewed on a calm day.



could want is within dink distance. Everything, that is, but a foodstore. Fortunately you just loaded up in Channel Islands. But if you need a refill, you will have to have wheels for the two-mile jaunt down to the Safeway. If you can't borrow a car there's a friendly Avis car rental agency in the Harbor-town Hotel. If you do get the car, we highly recommend a sidetrip on Highway 33 toward the historic Sespe back country where the mountains get up to 7,500-feet and the Cuyama Badlands.

What's a typical day like in the Ventura Marina? By the time the sun's up you're walking across the street for a little dawn patrol surfing or ocean swimming. This early in the morning a summer wetsuit is in order. After an hour or so of vigorous exercise you rinse off your board and suit at the beach shower, and then hit the fine slipholder's



A boat departs the Channel Islands Harbor entrance. This one rarely closes out.

shower for the complete morning scrub-down.

As a result of the morning work-out you're famished and take a couple of hundred yard walk southeast to the Village Inn for Belgian waffles. Delicious. You work this off by strolling down to the Island Hunter Bookstore and Sue and Chris' complete dive shop in the Ventura Harbor Village Center. The Quay Boatyard is just around the corner, a great place to spend time poking around boats.

About noon it's time for another dip in the ocean, followed by a sandwich at Nansea's Deli, next to the Channel Islands National Park Center. Actually the park grounds are a great place to eat and watch the harbor activity. After a little siesta in the cockpit, you get to decide how you'll spend the afternoon; body surfing and sprawling on the



beach; windsurfing inside the harbor; or taking your boat for an afternoon sail. Usually there's a very decent afternoon breeze.

Five o'clock means it's time to head for Hornblower's, also in the Ventura Harbor Village, where cocktails are two for one dur-

ing happy hour. Locals tend to hang out here and just down the way at Andrea's Fish Market, where you can sip a beer or have Cippiono for dinner. Other favorite local spots for dinner are an appetite-building walk away at the Plimsol Center; Mama Chi Chi's for pizza and Italian food, or Hussings Cantina (modeled after the famous Hussong's of Ensenada).

After your after-dinner stroll, it's time for live music and crew hunting at Hornblower's, or across the way at Scotch 'n Sirloin for live rock music and dancing. If you have a high schooler with you, he or she can find about 300 other in the same predicament parked along the peninsula beach and carousing as only high schoolers can do. At any rate don't count on a long night, this physical way of life will wipe you out by 8:30 or 9:00.

Admittedly two weeks of this wouldn't constitute a very productive life — unless of course you're one of those people who places value in being physically fit, mentally healthy, and enjoying nature and new acquaintances. There are sacrifices to be made, of course, primarily the three great evils of modern life: telephones, television, and the internal combustion engine. If there's a better place in Southern California to temporarily withdraw from the rigors of modern life, we don't know about it.

And we're not the only ones of this opinion. While down there we twice bumped into Dick and Jean Miller of the 42-ft ketch *Liebstraum* normally based in Sausalito. Many folks know Dick as the co-owner of Bauman and Miller Yacht brokerage in Sausalito for many years. Although no spring chickens, Dick and Jean made a 72-hour straight shot from Sausalito to Ventura this May. Since then they've been splitting their time between the nearby islands and the Ventura West Marina. They love it, and we think you will, too.

WOMEN

When a group of boatowners get together, they talk about the things they have in common: yard bills, bottom paint, crew problems, head overhauls, sail repairs and favorite anchorages. Recently I talked with some sailboat owners about all of these things, but there was a different slant to our conversation. They were all women, and their boats ranged from a production fiberglass Santana 22 to a wooden 34-ft cutter built in 1934.

Some of these women love to race; others prefer to cruise. Some are married; some aren't. Each was distinctly different, yet they shared some commonalities. Physically, they all have strong, capable-looking hands. They also share similar experiences with owning their boats, especially when it came to deciding to buy their craft, maintaining it once they owned it, and finding crews to help them go sailing.

For some women, buying a boat is the first

Sue Abbott's 'Suds' reaching across the Bay.

LATITUDE 38 RICHARD



BOATOWNSERS

major purchase they have made on their own. Sandy Mikesel, a broadcasting technician, bought her Ericson 35, *Dolphin*, this past winter. It is her first boat. "I decided there wasn't anything I'd rather do than have my own boat," she says.

It didn't take long for Sandy to run aground emotionally, though. After signing the papers and berthing *Dolphin* in Sausalito, she was immediately overwhelmed by all the work that had to be done. "I went into a fit of depression," she says. "I had the boatowner's blues."

Sandy envisioned endless hours of scraping and painting plus working long and hard to buy new gear. Usually she would have gone sailing to give her some distance from the problem, all of a sudden *Dolphin* wasn't the boat of which she had dreamed.

Luckily Sandy had the foresight to step back and take another look at the situation. "It was time for an attitude adjustment, so I started to learn windsurfing," she recalls. "That put everything into perspective. I went back to the boat, I realized that there was no need to jump into project after project."

Sandy is where Kathleen Kaser was a few

years ago. Kathleen owns *Paradox*, a ketch rig Pearson 365 that she cruises extensively, due in part to her involvement with the Sea Scouts. One weekend a month, she takes out six to eight teenagers from Contra Costa County to literally learn the ropes.

Kathleen bought her first boat while living



Sue Abbott.

in Seattle. She had been racing and cruising with a boyfriend. When they stopped dating, she wondered if she was going to have to wait to meet somebody with a boat again

before she went sailing. "This is crazy," she thought to herself. "Why not just buy one myself?"

Kathleen spent the first six months on the boat clearing, mostly because she didn't know a lot about maintenance. That was five years ago. Now she is comfortable tackling most boat repair work, including changing fuel filters, oil and generator belts on the diesel, rebuilding the head (a chore she ended up doing three times on a Delta cruise) and replacing the thermostat.

"If it is already broken, what can you do to screw it up?" she reasons. "Not much more. Since the boat is used so much, something is always breaking. I just get in there and learn."

There are times Kathleen feels she has three jobs: boat maintenance, Sea Scouts and her moneymaker, assistant manager of a major department store in Concord/Walnut Creek. Kathleen was still in Seattle and living on her boat when she accepted a job with the Bay Area store. The company soon learned if they wanted her, they had to take the boat, too.

"I had to be at work in two weeks," she

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EXCEPT WHERE NOTED.



Kathleen Kaser.



Ann O'Rourke.

WOMEN



Sandy Mikesel.

says. "They packed me up one Wednesday, put *Paradox* on a boat transit, paid for the whole thing and I was in my berth in Richmond the next Wednesday."

Buying sailboats hasn't been a major hurdle for Suzanne Sylvester. Her Ranger 23, *Rapid Transit Jr.*, is the seventh boat this retired Army officer has owned. She started sailing on Cape Cod as a teenager, teaching herself from a library book. From an old 19-ft wooden Knockabout, she's moved up in size and across the country. Her first boat on the Bay was a Rhodes 19, followed by an old Alberg 24.

"Whenever I went out sailing, I used to see these Rangers sailing upright and zipping by me," she says. "I had to reef very early even though the Alberg had a full keel. I went to a sailmaker and told him I wanted to sail my boat like a Ranger 23. He told me if I wanted to sail like a Ranger, I had to have one." So she bought one and berthed it at Treasure Island.

After that came an Islander 30, which she owned in partnership with her sister and brother-in-law. "I wanted to go into a larger boat," she says, "and to me anything I can stand up in is large. After owning it for three years, I realized I preferred the flexibility of a smaller boat."

Ann O'Rourke also prefers a more compact craft. She has owned boats for ten

years, starting with a Snark she bought for \$35. When she got married she received a 14-ft Laser instead of a wedding ring. Currently she owns the Santana 22 *Pau Hana*, which has been spending the summer on the Alameda Estuary. "I've rerigged every boat, except for the Laser," she says. "I like figuring out what to put on," she says.

Coming from California lake sailing, Ann found the Bay was a new experience. She bought the Santana because she was looking for good racing and a stiff boat. She also wanted to make sure she could afford new sails and that she didn't need a whole lot of crew.

Like the other women, Ann does most of her own maintenance. She has considerable experience repairing cars, including rebuilding an engine. The trouble shooting skills she developed are easily transferable to her boat, and she also keeps the electrical system working on her husband's fishing boat.

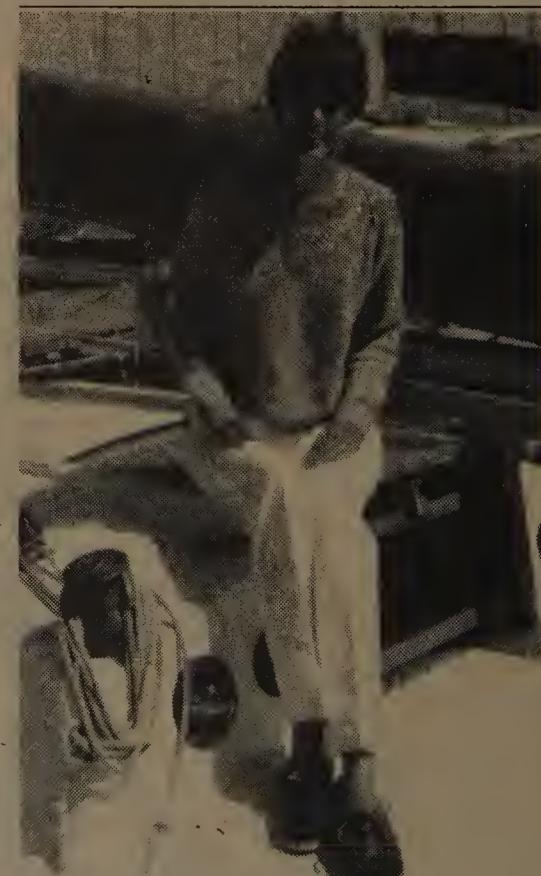
On all boats, finding and keeping crews can be a problem, but for women it can be even more unnerving. Suzanne Sylvester recalls that she used to take fellows from her office out sailing. Regardless of their experience they would try and take over. She got

so sick of that routine that she now sails with an all-woman crew.

Erlene Tankersley, who recently bought the J/29 *Hot Lead*, echoes Suzanne's words. "Most guys you bring out on the Bay, for whatever reason," she says, "are not willing to follow a woman skipper's commands." On her first racing boat, the Cal 25 *Anahita*, she excused much of their behavior because she was a rank beginner. She recalls one incident, though, where she asked a fellow to pull the jib sheets on the starboard side and he brought them in on the port side. The boat stalled and hit a mark, knocking a hole in the side. "I screamed very undiplomatically," recalls Erlene. "And he never set foot on the boat again!"

During the five years she owned *Anahita*, Erlene was starting her own business and had little time for boat maintenance. One of her crew, who was more experienced, offered to keep the boat up in exchange for getting to use it. Erlene, who paid for the materials, found the arrangement worked out quite well. She now has a similar deal worked out with her sailmaker, who does repairs in exchange for using *Hot Lead* as a demo boat for their sails.

Erlene also shares with the other women



Erlene Tankersley.

experiences of being poorly treated in chandleries, sail lofts, boat dealerships and yacht clubs. She found her best weapon was knowledge, although it took a while to attain it. "When I started out eight years ago," she recalls, "I had to take whatever was broken with me to the chandlery and ask for another one. It was humiliating. I ended up going to one particular store where a woman worked. She would explain everything to me — what it was called and why it broke. The best advice I can give a woman starting out is to do your homework. Ask around."

Sue Abbott, the owner of the wooden marconi cutter Suds, built in 1934 and now berthed in Sausalito, definitely agrees with her. She does a lot of basic research on the phone and knows what she wants when she goes to the chandlery. She's also willing to listen to suggestions, but has found that in the end she usually decides what is right for her and the boat.

An attorney and divorced mother of three, Sue also found repairs a little baffling



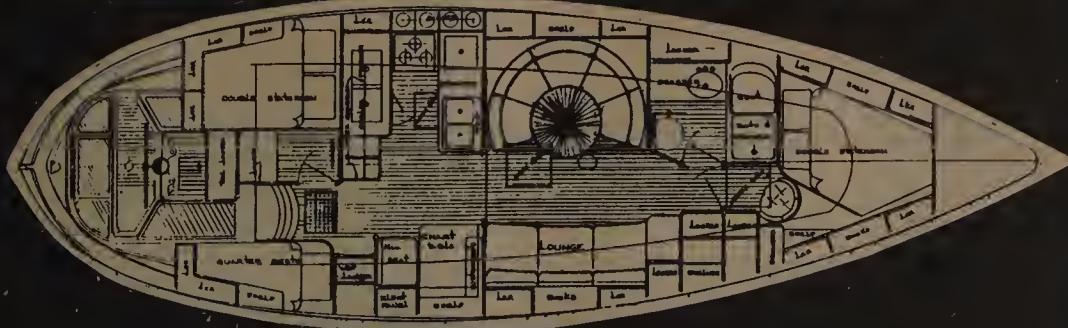
Suzanne Sylvester.

when she bought Suds six and a half years ago. "I have an entry in one of my early journals," she says, "that reads 'All I want to do is charge the battery and change the oil. Is that asking too much?'" Now there is practically nothing on the boat that she hasn't repaired herself.

Sue recently stepped down as commodore of the Master Mariners, a group which owns and races vintage sailing yachts. She often races with an all-woman crew, but finds her most joy in cruising up the Delta with her children, who were raised by her ex-husband. She also sees sailing as an integral part of her future. "I have to have a boat that is wide enough so I can get around on my walker someday," she laughs. "One of the most wonderful role models is a gray-haired female popping out of a boat without looking like someone's mother or grandmother. Every so often you see it and we need more of them."

As more women buy and sail their own boats, there will be more and more candidates for that role.

— glenda ganny carroll



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MEXICO ITINERARY:

At the end of last month's very subjective Mexican Itinerary, Part One, we left you on the beach at La Paz, Christmas pig juices dripping off your fingers, trying to decide which mainland port to head for to start the new year, Mazatlan or Puerto Vallarta. It's a tough choice, kind like having to choose between a soft spot and a pillow.

Cruisers who will be continuing on to the South Pacific should sail down the coast of Baja to Los Frailes, rest up at the anchorage, and then make the 160-mile Gulf crossing to Mazatlan. The busiest port on the west coast of Mexico as well as the destination of many package tours, Mazatlan is not a particular favorite of ours. Although there is a fine *mercado* and plenty of services available, these are pretty well offset by a rather grungy anchorage in an uninspired setting.

Since one stop per year in Mazatlan is plenty, if you'll be coming back north later in the season we suggest you postpone your visit. For one thing Mazatlan makes the best jumping off point for going across the Gulf on the way back to La Paz. Further, Mazatlan is prettiest in spring when hundreds of UCSB coeds, on their spring break, come down to grease up and sprawl in the sand.

So for those spending the season in Mexico, we suggest you head back down the coast of Baja to Cabo San Lucas. Cabo's a good place to visit again, you can find out if any of your cruising buddies have turned up, and it positions you perfectly for the 225-mile sail to Isla Isabella.

A good target for testing your navigation skills, Isabella is only about a mile long and half a mile wide. It does, however, tower 280 feet above the surface of the water. The rocky island is a Mexican Wildlife Preserve — except for sharks, whose carcasses usually line the southern beach two and three deep. Hiking around the island, which is far more verdant than anything in Baja, you'll see a billion boobies as well as good numbers of frigates and marine iguanas. Bring a machete and you can harvest

a little sugarcane. A mini-Mexican adventure, you should be leaving Isabella by January 7th.

The next stop is San Blas, an easy 40-mile run. The charming and unspoiled little town is also a Port of Entry, so you can check in here. There's a breakwater at the river leading to San Blas, and some larger vessels are sometimes seen inside. We sure wouldn't



enter without local knowledge, however, as the river sands can shift dramatically in just a matter of months.

In fact we suggest that you continue another five miles down the coast to the anchorage at Mantenchen Bay, a long coconut palm-lined beauty. The site of our most hysterically funny evening ever in Mexico — buy us a beer and we'll tell you about it sometime — Mantenchen has the largest population of mosquitos in the world. There are easily many more times mosquitos here than there are stars in the heavens. In fact first-time visitors always think the locals put a lot of pepper on their food until they realize what those little black things really are. Thank God the little boogers only work mornings and late afternoons.

Dusk typically finds the population of Mantenchen Bay gathered on the leeward side of huge bonfires. The idea is to stand so close to the fire that the mosquitos won't come near, but not so close that you'll get burned. It's a very fine line, however, and each year a few people are inadvertently barbecued.

The gradually sloping beach at Mantenchen makes for one of the longest rides in surfing when it's breaking. When it's flat, cars

pull waterskiers along the shore. Good times for everyone.

Mantenchen makes a good overnight stop as do two little villages a short distance down the coast, Chacala and Jaltemba. We suggest you put some of these lightly visited



spots on your schedule, as oftentimes they turn out to be real treats. We personally haven't stopped at either of these yet, although we spent the Thanksgiving of 1979 behind nearby Penita Island, getting the shit beat out of us by the remnants of the storm that did in the La Paz race fleet. We hope to visit these under more pleasant circumstances this season.

Just around the corner from Jaltemba is Banderas Bay, home to a variety of attractions for cruisers of all persuasions. You should be hitting the bay about the 12th of January, but don't worry about the temperature, it will be as hot as you want it. Banderas Bay has some of the most consistent sailing breezes in Mexico with 10 to 15 knots almost every afternoon.

Because of the consistent winds, the many nearby anchorages and attractions, and the fact that Puerto Vallarta is the only Mexican waterfront city with direct flights from San Francisco, this is a great place to have friends fly down for a sailing visit.

The small town of La Cruz de Juanacosta on the northern side of the bay is a big favorite of Willie Smothers, who ran our boat for the last two winters in Mexico. Just a few miles from Puerto Vallarta, the pace, the mentality, and the way of life are worlds apart.

A new and intriguing possibility is the new development at Nuevo Vallarta, also just a few miles north of Puerto Vallarta. John Lamont of the Austin group that is do-



ing the marina management, called late last month to say that the Mexican government's \$100 million project is well on its way to completion. Several hundred luxury condominiums are completed and two hotels are under construction. The 300-berth marina is located on one of the two inland islands, and features a yacht club and two swimming pools of the variety where you sit on stools and order from the bar. Although the slips are only 30-ft long, they are figuring out ways to accommodate much bigger boats. In fact the first one, an 85-footer, comes in next month.

The water at Nuevo Vallarta — unlike P.V. — is said to be excellent, and its 3.5 mile beach is claimed to be among the best in Mexico. Mr. Lamont has asked *Latitude 38* to extend an invitation for all cruising sailors to stop by with their boats for a few days, so it's a possibility worth looking into.

The empty docks at Nuevo Vallarta are awaiting boats.

Yelapa, on the south side of the bay, is such a big attraction that they bring the tourists in by the hundreds on ferries. The

If you can't find the waterfall at Yelapa, you've got serious problems.

good news is they come late and leave early, so the roadless, windowless, little Indian jungle village is still a treat. Especially the waterfall above town, which requires you to tromp through everyone's backyard and pig pens. It's a tough anchorage, though, so be prepared with your best ground tackle and be ready to leave at a moment's notice.

Puerto Vallarta itself is, of course, the biggest attraction of all, and in fact will be the most action-packed place until you get back to San Diego — heck, maybe even San Francisco. Some cruisers hate P.V., some love it. We have mixed feelings. The hordes of American tourists — who outnumber the locals — are a drag, as is the water which is often considered to be the prime source of *tourista* if not hepatitis. Despite its jangled pace, Puerto Vallarta can also be very charming. We like it best walking the hills of town in the very early morning or having an early evening cocktail at the Oceania Hotel. And even those who basically hate P.V. have to admit it's an excellent place to provision. In fact you can oftentimes get fuel, water and ice right down at the docks. Speaking of docks, when we were there at the beginning of last year they were rip-rapping like crazy for what looked like would be a huge addition to the number of berths. This year may be the year they're done — but don't count on it.

Although it's an easy afternoon sail from one side of Banderas Bay to the other, there are so many good things to see here that you'll want two weeks in the area, until the 25th of January.

Also worth a little time are the fine an-

MEXICO ITINERARY: PART TWO

chorages and places to stop in the 100-mile journey from Cabo Corrientes — on the south tip of Banderas Bay — to Manzanillo. Like ten days. The first stop here is the small fishing village of Ipala, a fine anchorage used by a wide variety of boats.

Forty miles further south is Bahia de Chamela, a five-mile long bay with almost more little islands than residents on the sparsely populated shore. This one's good for a couple of days worth of exploring.

From Chamela it's not much more than a stone's throw to Careyes, a lovely little bay with two large islands, several luxury hotels — and the godsend for horny sailors, a Club Med. Depending on how horny you are, you may end up spending three or four days here. There's some great snorkeling here, also. Like all the places from Isabella down, the water is delightfully warm.

And just 15 or so miles further down the coast is Tenacatita Bay, an area also deserving of several days exploring. There are a number of anchorages here, and you get to choose if you want to drop the hook in front of a fishing village, an old hotel, a new hotel, or a little ranch house at the edge of the jungle. We chose the later last year, and can still smell the sweet thick jungle odor.

Like Ipala, Chamela, and Careyes, there are few supplies to be had in Tenacatita. For them you have to go another five miles to Bahia Navidad, or preferably Manzanillo, another 15 miles down the coast.

The primary attraction — but by no means the only one — in the Manzanillo area is Las Hadas, originally what a Bolivian millionaire conceived a fantasy land to be like. Some people hate it, but we rather enjoyed it. You can tie up Med-style for about \$17 a night, and harbormaster Erik Jorgenson is a prince of a guy. When you tie up you get complete run of the place, and it's got everything you can imagine. Included are several first-class restaurants with good food at rather reasonable prices. You can disco, too, but be warned — if you really care about such stuff — that some folks come here with suitcases upon suitcases of the best and most stylish clothes.

If that kind of thing grosses you out, you're in luck because Santiago Bay, a very fine anchorage, is just on the other side of the peninsula that houses Las Hadas. There are several other anchorages nearby, the worst of which is right off Manzanillo itself, an industrial port with few amenities for sailors.

The Manzanillo area is well served by an airport 20 miles north of Las Hadas, and



given the fine cruising grounds within 30 miles north, this is also one of the best places to have friends fly down and meet you. It's best to have them meet you at Las Hadas, where you can tell them you've been berthing in similar places every night since San Diego. It'll fry their brains.

If you're on schedule, by February 3rd you should have had a day or two rest in the Manzanillo environs. Now it's time to make a decision. You want to be up in La Paz in the Gulf on March 3rd, one month from now. It's a distance of 500 miles, and the wind is predominantly on the nose at 20 to 25 knots or flat calm. The decision you have to make is whether to head down to Zihuatanejo, or to slowly retrace your steps to your favorite spots or places you might have missed.

If you're really relaxing and don't like to push it — and we've already been pushing it a bit — you probably won't want to go any further south. But if you're a hard-charging cruiser who likes to see everything there is to see and who enjoys a couple of overnight runs to pile up the miles, Zihuatanejo may be a good destination.

Mind you, 'Zihuat' is almost 400 miles round trip — not a lot for folks who really like to sail in a fast boat, but a rather long and time-consuming trip for folks with slower boats and who like to rest on the hook every night. We haven't been to Zihuatanejo yet — it's one of our goals this year — but it's gotten rave reviews from almost everyone who has been there. As we understand it, it's basically

The amenities at Nuevo Vallarta — with the bar stools in the pool — look satisfactory.

a charming little fishing village that most of the hordes at Ixtapa — just five miles away — have yet to discover. We're eager to get there!

Since Manzanillo and Zihuatanejo are our southernmost destinations, we're going to wrap up Part Two of our Mexican Itinerary here, with Part Three — the Gulf of Mexico — to come next month. Just remember, as it stands now you are responsible for scheduling yourself to get up and over to La Paz by the 3rd of March — so don't be late!

A few side notes. Naturally not everyone is going to be able — or even want — to keep up with this itinerary. If you get to Mexico late or don't want to go quite as fast, we recommend you skip Part One's quick run up to La Paz. That means you're right on schedule if you didn't get to Cabo until the end of December. Or if you got there earlier, you have just that much more time to cover the area between Cabo and Manzanillo. But please, folks, take our word for it that you're going to want to get as far south as Manzanillo and you're going to want a full month up in the Gulf. So adjust your plans accordingly.

The big dangers to the keeping up with the itinerary? Getting stuck in Cabo, getting stuck in La Paz, getting stuck in Puerto Vallarta, and breaking down. You might not be able to do anything about the latter, but force yourself to move on from the towns. Ultimately you'll really be glad you did.

GO TO HELL ALL OF YOU, IF YOU DON'T READ THIS CHALLENGE



and then more importantly accept this challenge now, not later because later never comes — I said later never comes, and you all know it!

Why else do you read Sail, Cruising World and our beloved Latitude 38 if you don't someday want to do something about it?

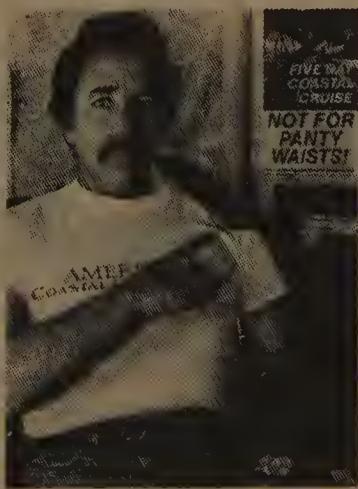
Lin and Larry Pardey say "go now;" Well, go now!!

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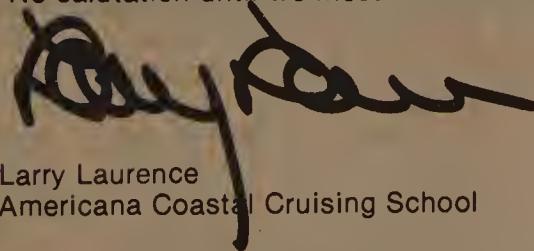


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MAX EBB

I've never been very enthusiastic about complicated electrical systems that run a lot of superfluous appliances. But sitting in the cockpit of a friend's boat after a short race down the coast a few weeks ago, the sound of the onboard blender mixing up another round of cool drinks didn't sound all that bad. The hot midday sun, aside from allowing me to evaluate automatic ice makers from a new perspective, was a welcome

"Sailboards have already taken over some beaches"

change from the usual San Francisco Bay fog. And the warm southerly onshore breeze that blew up the harbor was a far cry from the cold, heavy westerlies we're used to on the Bay.

"Nice weather you have down here," I remarked to one of the older local sailors who had joined us for cocktails. "I can almost understand why you left the Bay."

"Don't worry," he assured me, "I put in my share of beats up the City Front before I moved here. Why, I was the first sailor ever to hit in one season the rock inside the South Tower, the rock off Point Blue, and the rock just west of Alcatraz!"

"That's quite a distinction," said our skipper as he passed out the tall glasses of cold, foamy booze.

"I guess you've seen the Bay go through some big changes since you first started racing," said the woman who ran our foredeck. "Do you think it's as much fun now as it was then?"

"Oh, hell, sure it is. People complain about losing some of the sportsmanship or comradeship of years ago, but that's just the 'Good Old Days' syndrome at work. Whenever I visit the Bay these days I'm very impressed by how much racing is going on, and by how much everybody seems to be enjoying it. Of course, I don't know very many of the people involved anymore . . ." He took a thoughtful pause as he sipped his drink. ". . . but the Bay hasn't really changed. Different boats, different people. But it's the same game."

Then another member of our crew joined the conversation: "I think the biggest changes are about to happen, within the next five years. In fact, I'll bet the character of sailing on the Bay will change more in the next five years than it has in the last 20."

"You mean, because of all the new marina

construction?" I asked.

He shook his head no. "The 'Greenhouse Effect'?" "The next Ice Age?" "No, no! We're talking real devastation. Windsurfers! Sailboards! Some of the

beaches have already been completely taken over — and it won't be long before they overrun the entire Bay!"

"Naw, those things are just another fad," the older sailor assured us. "I don't think they'll ever seriously compete with normal boats for space on the Bay."

"Well, look at what's happening right now in Europe, where there are about twice as many people windsurfing as there are skiing. There are lakes where you have to take a number and wait on line to sail. Big resort hotels are catering to windsurfers. In 1983, there were ten times as many sailboards sold in Europe as in the U.S., and that's to a smaller market with a shorter season and less discretionary income."

As he spoke I noticed a large inflatable boat from the nearby college sailing club motoring down the harbor, with at least eight sailboards in tow and a pile of rigs onboard.

... and it won't be long before they overrun the entire Bay!"

"And in this country," he continued, "we're almost all still beginners by comparison. The potential is mind-boggling, even if we never match the European growth rate. But one thing's for certain — this ain't no Hula Hoop!"

"I'll agree with that," I said. "But don't you think the sailboard activity will continue to concentrate at the popular beach launching sites?"

"Not for long! Ask any math major about 'exponential growth'. A few years from now, every square inch of the Bay will be covered by a sailboard. In another couple of years, the entire water surface of the earth could be covered. And then a few years later, if you put all the sailboards end to end . . ."

"Okay, okay! I'm sure it's well outside the Solar System."

"Outside the Galaxy. But even the people windsurfing on the Bay right now won't confine themselves to the beach spots. The whole central Bay is primo windsurfing territory. Not counting Hawaii and maybe parts of Florida, it's probably the best in the country."

"Now I see what you mean about the changing character of the Bay," said our skipper. "Everywhere we turn, we'll be running another one of those damn things down."

"They better learn the Right-of-Way Rules," warned our foredeck boss. "I've already seen some very close calls with windsurfers who had no idea what their obligations were under the rules, and also had no understanding of how a big sailboat maneuvers. I'm afraid someone's going to get killed."

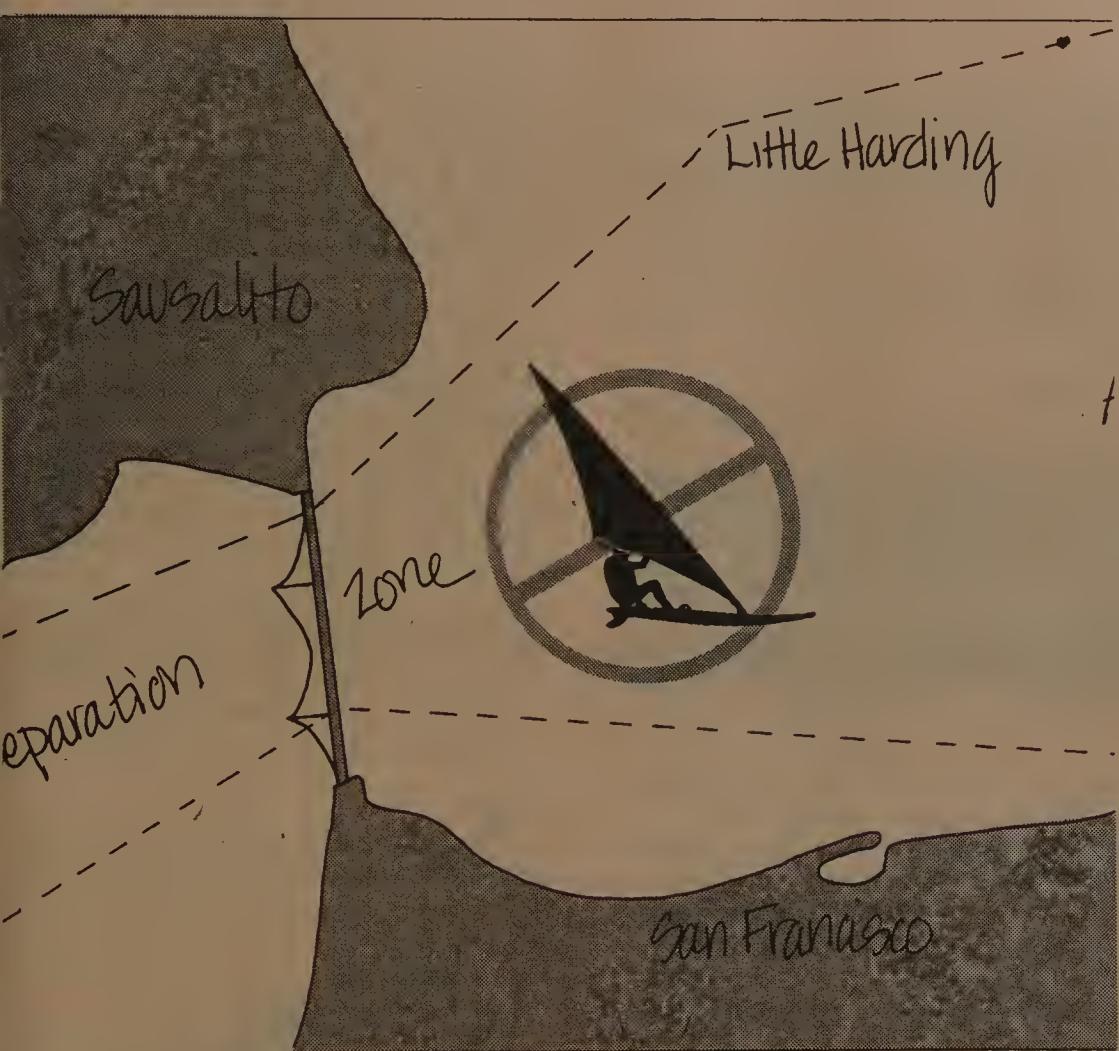
The wind had come up slightly in the last few minutes, and I was watching a cluster of sailboards that had launched at the head of the harbor tacking past the racing fleet.

"Now that's something that goes both ways," protested our sailboard advocate. "There are plenty of big boat sailors who have no idea how maneuverable a sailboard is, and get scared when the situation is really under control. And how many near misses have you had with other big sailboats who's skippers had no idea what the rules mean?"

"I get what you're saying," she argues, "but the windsurfers' attitude seems to be a lot less considerate. The love to zoom by at close range and twice the speed. There's nothing we can do about it whether we have the right-of-way or not."

"That kind of horsing around also goes both ways," countered the windsurfer. "Let me tell you what happened to a friend of mine. A few years ago, when only a small group of windsurfers sailed off the City Front on Thursday nights, he was pulling his sail out of the water and minding his own business when an IOR boat that was out practicing for Big Boat Series came bearing down on him. Think what it must have looked like from the water: under spinnaker, in 30 knots

SAILBOARD DILEMMA



Will the central Bay become a "No Windsurfing" area?

"Did it work?"

"Of course! Never saw the boat again. And I think he told his friends, too, because most of the other big boats kept well clear for the rest of the season."

There was more whirring of the blender and clinking of ice cubes coming from down below, and yet another pitcher was passed up to the cockpit. As we poured replenishments, one of the windsurfers came about just a few feet off our beam, eyeing our glasses while maneuvering his rig.

"Like to join us for a drink?" asked the foredeck woman.

"Love to!" answered the windsurfer, and he backwinded his sail to spin the board through a jibe and luff up alongside. "I was hoping someone would offer me a cold drink," he said as he climbed aboard, wrapping his uphaul line around our jib sheet winch and jamming it in the self-tailer. "It gets hot in this wetsuit before the wind comes up."

We passed him a tall drink with extra ice.

"Uh . . . this drink does have a price," said our other crew. "You have to let me sail your board while you drink it!"

"Go right ahead," he said.

Our crew eagerly jumped on, and a few seconds later the board was untied and sailing up the harbor again.

After we had all introduced ourselves, I asked our guest what he saw in the future for sailboards in San Francisco Bay.

"Unquestionably," he predicted, "it's going to get very crowded up there on the Bay. What we've seen up until now is just the very small tip of a very large iceberg. My biggest fear is that we're going to be severely regulated."

"In what way?" asked the skipper.

"Right now we enjoy tremendous freedom, especially compared to what they have to deal with in Europe. There are many areas of navigable waterways where they're simply not allowed to sail, and they can only go a short distance offshore from the coasts. Some of the cross-channel record breakers were even arrested as soon as they hit the beach! It's approaching the situation where if a place isn't specifically designated for windsurfing, then it isn't allowed!"

"Right now we enjoy tremendous freedom."

"That's bad."

"I don't think we have to worry about anything that restrictive, but I could easily imagine the Coast Guard coming in one day and saying, 'Okay, we've had too many close calls, and too many ships impeded by sailboards. So from now on, no sailboards in the ship channels.' Now, if you look at the chart, the officially designated ship channels, or 'separation scheme', take up most of the central Bay. It would be a great loss."

But so far," I said, "their approach seems to be to come down hard on the most blatant individual offenders, and leave the more responsible sailors alone."

"Yes, and I hope that policy continues. But so many windsurfers act 'irresponsibly' by the conventional maritime standards, I'm afraid our freedom won't last much longer unless we can keep our act very, very clean."

"Didn't you people form an organization that could do some lobbying on your behalf?" asked the older sailor. "A group that could represent your interests to the Coast Guard?"

"Not really. We don't even have a meaningful racing association anymore. A few years ago it was earlier, because nearly all

various groups that could potentially become new YRA Charter Associations to sample some YRA racing on a provisional, reduced cost basis. The Sailboard Racing Association would have easy access whenever it's ready."

"Doesn't YRA have a minimum waterline length requirement?" I asked.

"Not anymore — that's up to the Charter Association now."

"A sailboard under way shall keep out of the way"

the boards were the stock one-designs. The one-design fleets and the national class association could legitimately claim to represent the sport. In fact, some early lobbying on the part of a local dealer ten years ago led to our exemptions from PFD and registration requirements. But now it's a whole new situation. The technology has advanced so fast, and there are so many good designs available, that proportionately fewer people want to sail the stock one-design. Especially on the Bay!"

"But the things are so fast," I said. "Surely there must be plenty of interest in racing — outside of the professional circuit that gets all the press, that is."

"Yes, the interest is there, but first we have to get away from this one-design mentality. Boards, masts, sails, and everything else has to be fitted to the individual sailor. Trying to race one-design sailboards is about like . . . like a running race in which everybody has to wear the same size shoes!"

"So you imagine a regular series of open-class racing on the Bay?"

"Yes, my friends who sail up there tell me that the Sailboard Racing Association is in its embryonic stages right now. With luck they'll have things in gear by next summer."

"Seems to me that YRA should bend over backwards to accommodate that little group," said the old timer.

"That's right," continued the windsurfer, "because in a few years there'll be a lot more of us than there are of them. If YRA wants in, they better make the link-up while they have the chance!"

"Actually," our foredeck crew pointed out, "YRA is making a move in that direction. Rumor has it that at the next delegates' meeting they'll discuss a proposal to allow

"Back to the overcrowding of the Bay," said the skipper. "Inevitably we're going to see some pretty serious collisions between sailboards and larger sailboats, not to mention the ones that get run over by ships. Realistically, is it possible to improve their understanding of the Right-of-Way Rules? Is licensing in the cards?"

"You have to remember," answered the windsurfer, "that it's not really their fault that they don't know anything about how to deal with other vessels. The typical windsurfer might have started, for example, as a skier

But none of us could come up with number two.

"Something that makes them inherently safe in near-collision situations," he hinted.

"The crew can always jump off and swim for it!" suggested the foredeck boss.

"Close. What I had in mind was the ability to remove the mast and paddle out of the way at about three knots. Anyway, given the ability to stop and maneuver so easily, I'd propose this addition to the Inland Right-of-Way Rules: 'A sailboard under way shall keep out of the way of all other sailing vessels and all commercial vessels, except when being overtaken.' Now, that's simple enough for everyone to understand, and it puts the burden of keeping clear where it belongs — on the vessel with the greatest ability to avoid collisions. Of course, the Rules would also have to define 'sailboard', but that shouldn't be any great problem."

We all sipped on our drinks as we thought this somewhat radical proposal over for a second. It seemed to make sense, except possibly when it came to defining a commercial vessel in a way that would be consistent with existing rules.

"You can't really call that a realistic solution, though," said the skipper. "It takes years to get those rules changed."

... except when being overtaken

looking for something to do in the 'off' season. Naturally they treat the Bay as if it was provided for their use by the sailboard shop. There's never any exposure to the maritime tradition. I've even run into some highly skilled windsurfers who literally didn't know port from starboard. As for a realistic solution, I think it would help a lot if the Government Navigation Rules recognized that sailboards are different and included a special, simplified rule for them."

"That's an interesting idea," I said. "What would you like this special rule to say?"

"Well, think of the two things a sailboard can do that few other vessels are capable of?"

"Let's see . . . they can stop almost instantly . . ."

"That's one."

"Yes, but it might be possible to introduce something along those lines locally on an unofficial or experimental arrangement. What we desperately need is an effective local organization to coordinate this sort of thing. And I see a strong racing association — whether unified with the existing YRA or not — as the most likely form."

Just then our crew member bumped up alongside with our guest's sailboard. They switched places and he was off again, tacking down the harbor to the ocean.

"That was great! There's nothing like some big boat sailing to make you really appreciate a sailboard!"

"Oh, come on," we teased. "You didn't even get wet."

"That's a great board," he continued enthusiastically. "Much lighter than mine. I think it's time I started looking for a new one!"

SAILBOARD DILEMMA

"I've been thinking of buying a sailboard myself," said our foredeck boss. "But all the good beginning boards I've looked at so far are much too heavy. I can barely pick them up."

"You shouldn't be looking at normal beginner's boards. What do you weigh, about 110?"

"105."

"Then there's no reason to even look at anything much longer than eleven or eleven and a half feet. You should be able to find one that weighs less than 40 pounds, including footstraps and retractable centerboard. A board like that is usually intended to be a medium to high wind board for a person of average weight. Should work great as an all-around board for you, though."

"Are there any brands you can recommend?"

"Not really. Years ago, it was either 'Brand W' or an inferior copy. But now there's so much quality stuff on the market, I'd say it's the other way around. The shops I

know are pretty good about steering people in the right direction, but even so, I'd go shopping with a friend who knows what to look for if I were you. And always, always bring a bathroom scale, a tape measure, and a small fish scale with you. You'd be amazed how those brochures can lie! The bathroom scale is for weighing the boards, the tape measure is for checking board length, beam, and mast length, and the fish scale is for weighing masts and booms."

"I'll bet it keeps the salespeople honest when they see you walk in the store with all that equipment," I said.

"Sure does! Lightweight masts and booms are very important for small people when they're first learning. The rigs that usually come with the stock boards are big and heavy. So if you possibly can, buy a hull only, and assemble the rig and sail to match your weight and strength."

The discussion was cut short by a hail from

the boat rafted inboard of us. They had to go over to the fuel dock before heading back up the coast, and could we please cast off for a minute while they departed. No problem. Our drinks were all finished anyway. But when we turned the key to start the engine, all we heard was a discouraging "clink" from the starter.

"Try both batteries," the skipper yelled down to the cabin.

"It's on 'both,'" said a voice from below.

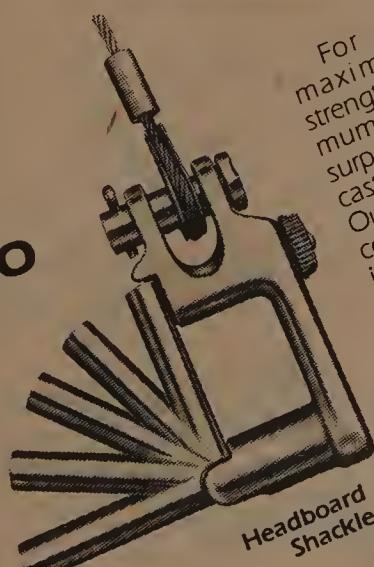
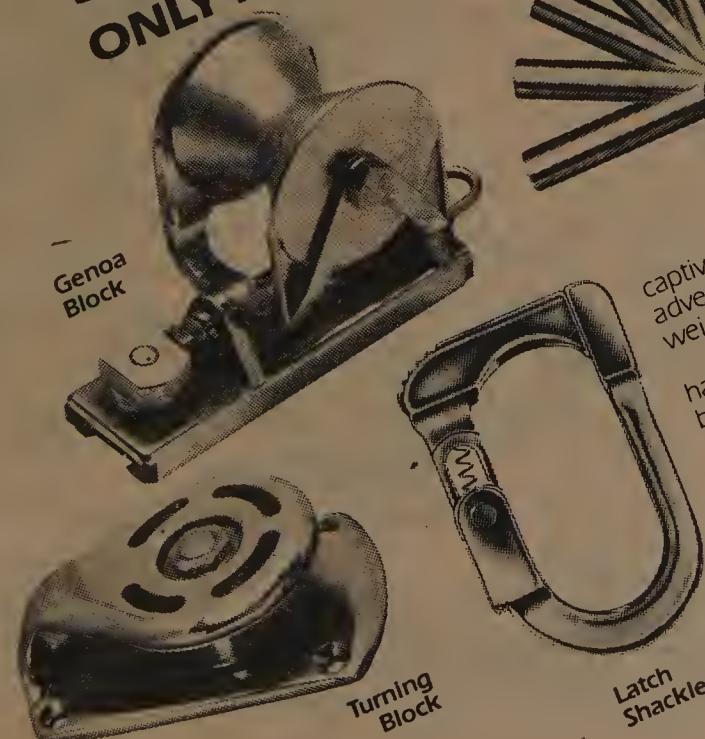
"Damn. Ran them flat again with that stupid blender."

I stayed behind to handle dock lines while our skipper went off to look for some extra long jumper cables.

"Yes, AC converters, blenders, and ice machines have their places," I thought to myself as I watched another group of sailboards tack down the harbor to keep their appointment with the freshening afternoon seabreeze. "But there's a lot to be said for simplicity."

— max ebb

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Nicro Fico

BEAST IN

Sailboats don't need engines. Cruising literature is replete with stories of sailors who have voyaged successfully to all corners of the globe using only the silent power of the wind. Less prevalent are the stories of broken boats, bodies and dreams that might

Installing an engine in a sailboat is vandalism, no question about it. But there are degrees of vandalism, and it is not impossible . . .

have had happy endings had a reliable engine been in the boat.

It's not unmanly to have an engine in a sailboat. In fact, it's damn smart. It may be a pain in the neck in many ways, but it will get you out of undesirable tight spots and into desirable ones — like your slip — that can be all but inaccessible by sail alone. It also enables you to lend assistance to other boaters who need it, and to offer a tow to a purist who has sat — becalmed and engineless — outside a harbor waiting for the wind.

That settled, the engine of choice for a sailboat is diesel. This is not to say that there are not many excellent gasoline-powered auxiliaries out there; there are. But whether you're facing engine options in a new boat or repowering an old one, for safety, reliability and efficiency, diesels can't be beat.

We've all heard the arguments, and they are good ones: diesels are simple, hardy, long-lived. Since they need no electrical systems, they have fewer moving parts to wear out and are less prone to external water damage. Some accounts hold that, if given unrestricted air and exhausted properly, a diesel engine will run underwater. They consume less fuel for a given output than a gas engine and pay dividends to the boatowner in lower insurance premiums and higher resale value. The icing on the cake, of course, is that diesel fuel that finds its way into the bilges does not hold the potential of blowing you and your boat to smithereens — as does gas.

All this does not come without a price. Diesels are expensive engines that require diligent servicing. They have also traditionally been heavier, hotter running and more

prone to excessive vibration than gasoline engines (although many of these latter qualities have been reduced to near insignificance in more modern engines.)

Probably the most significant drawback, though, has been the ability of the diesel to make most of those who work on it look like a complete idiot. Therein lies the reason for this article and the answer to the question, "Why am I reading about diesel engines in a sailing magazine?" The answer: The diesel is the sailor's friend, not his enemy. Like Dear Abby's been telling us for years, it's all a matter of communication.

Communication, of course, begins with accessibility. The accessibility of service points, both in the dealer's showroom and in the engine room/compartment/dungeon on the boat should be a major concern. Until recently, many builders and designers

Anyone who hates dogs and diesels can't be all bad — or can they?

adopted an "out of sight, out of mind" attitude toward engine placement. They shoehorned Dolly Parton-size engines into tiny bra-size areas of boats, effectively making some servicing procedures impossible without special tools and hours of labor. Obviously, space is at a premium on any sailboat, but if you have any say in the matter, opt to sacrifice a few inches of cabin sole or galley counter in favor of placing the engine where you can get at it.

Fortunately, many boatbuilders and designers have become increasingly aware of the problem and have made engines more accessible in the last few years. Many engine makers have aided the process by locating all the servicing points on the front, or on one side, of their engines.

People who "hate diesels" probably hate dogs, too — and for all the wrong reasons: If a dog bit you when you were three (probably because you poked it in the eye), you may have grown up to believe all dogs



are no good. If a diesel engine bit you when you tried to fix it, and then still didn't run when you were done, you will probably think that all diesels are just complicated, infernal machines out to get anyone dumb enough to own one.

We're not talking about warp drive here, folks. A diesel engine in a sailboat is designed to turn your propeller when you want and for as long as you want. It will do this faithfully and practically indefinitely if you provide it with clean air, clean fuel and regular servicing (which consists primarily of changing oil at the recommended intervals and checking hoses and fluid levels in the transmission and heat exchanger, if so equipped). Any engine that does not perform as needed was very likely deprived of one or more of these requirements in its not too distant past.

"That's it?" you say. "Give it clean air and fuel and change the oil? So there's nothing to all this stuff about injectors, bleeding air, and all that?"

Well, not exactly.



ILLUSTRATION BOB OEGUEDA

The early diesels, which developed both the good and bad reputations that persist today, were often creatures right out of a Stephen King (*Carrie*, *Firestarter*, *Children of the Corn*, etc.) novel. They were loud, hot, smelly beasts that puked oil and smoke from every pore and had a decided taste for human blood. The very first such engine blew up and nearly killed its inventor, Rudolf Diesel, in 1893. Even until the last 20 years or so, only the largest sailing yachts could accommodate the massive, slow-turning brutes needed to power them. For all their shortcomings, though, you couldn't beat them for reliability. Many 30 and 40-year old diesels are still reliably chugging away.

It has only been in the last decade that engine designers have really taken a good look at developing engines just for sailboats — and their sometimes less than knowledgeable owners. Today diesels are available in sizes, power ranges and special features to suit almost any boat. One maker has recently come out with an engine, for example, whose exit shaft is angled down at seven degrees — the usual shaft angle for a sailboat. This allows the engine to be mounted more level. Another maker has developed a sort of "inboard/outboard" arrangement for sailboats that eliminates the need for a shaft, strut and packing gland completely.

Virtually all marine diesels can operate these days at considerable heel angles, and many now sport safety features like no external moving parts, and convenience features like self-bleeding injector systems, automatic decompression and recompression systems, and more. Special alloys have decreased the weight of many of the smaller units to no more than that of an average crewmember. Special internal counterbalancers and rubber mountings have taken care of most vibration and heat exchangers on some models help keep things cool. And all this has been accomplished without compromising reliability.

Just how reliable are diesels?

"When was the last time you saw a long distance 18-wheeler or locomotive with a gas engine?" asks Griff Fenton, service manager for BMW of North America. "If you have to get there, you have to go diesel." He goes on to say that while automobile gas engines can last 200,000 and even 300,000 miles, those that do are the exceptions to the rule. It's not unusual, however, for a diesel to still

be going strong at 250,000 miles. Since most marine diesels began as adaptations of automotive powerplants, that should give you some idea of what you can expect. "The care of the product," Fenton says, "determines how long it's going to last."

... to work in an engine in such a way that its virtues are not swamped by its essential vulgarity.

— Arthur Beiser

All that care centers around a number of small explosions inside the engine that make it go 'round. The fuel, of course, is what explodes and the major difference between a gasoline engine and a diesel (both of which are internal combustion engines) is the way their fuels are ignited.

Gasoline, as everyone should know, is extremely flammable. This makes it a terrific fuel and a terrific danger on board a boat where one errant spark can — and every year does — send boats to the bottom and owners to the hospital or worse. Inside the engine, this spark is supplied by a spark plug and all its attendant electrical paraphernalia. To shut a gasoline engine off, you need only stop the plugs from sparking, which is what you do when you turn off the ignition switch.

Diesel, on the other hand, is not terrifically volatile stuff. If you try, you can get it to burn, but it's nothing to get excited about. To be an efficient fuel, diesel — which is essentially oil-rich, unrefined gasoline — needs to be superheated so that it "fires" the way that gas does inside its engine. The diesel engine supplies this heat with compression. The principle here is one most of us learned in eighth grade science class and promptly forgot: air heats up when it's compressed. This is probably analogous to the hot wind created when a bunch of sailors crowd into a small room to swap lies.

Anyway, the fuel/air mixture is compressed (to about 1,000 degrees in some engines) until it explodes, which makes the engine turn, which makes the propeller go around, which makes the boat go, which makes everybody happy. To stop a diesel,

BEAST IN

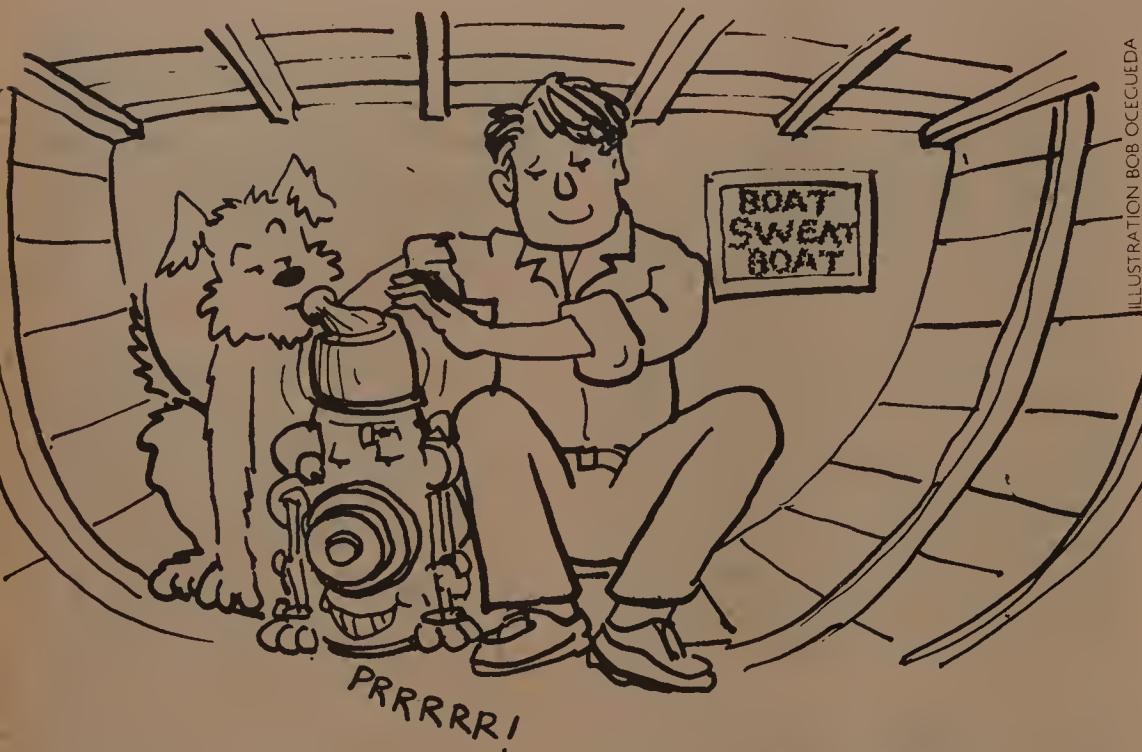


ILLUSTRATION BOB OCEVADA

you simply release the compression.

The internal pressures generated by all this bumping and grinding require a robustness in design that generally makes for a heavier engine. On a pound-for-pound basis, however, diesels use fuel more efficiently than gas engines, although opinions differ as to how much. Long distance cruiser Hal Roth estimates fuel consumption at about two-thirds that of the equivalent gas engine. *The Proper Yacht* author Arthur Beiser figures about half. Most of the people we talked to said there were too many variables to even give a ballpark figure. "Suffice it to say," says Fenton, "that the consumption is markedly less."

The importance of fuel consumption is especially important to those planning a long distance cruise. It means you can either go farther on an equivalent tank of gas, or the same distance on a proportionally smaller tank. Although gas and diesel are about equal in price at the pump these days in this country, Fenton points out that in many countries, such as Italy, "which is 90 percent diesel", diesel fuel is cheap and plentiful while gasoline is prohibitively expensive.

If there is not exactly unanimous agreement on fuel consumption, try having someone explain the differences between power ratings of gas and diesel engines. It makes the theory of relativity sound like a Dick and Jane story.

"Horsepower is not a fair judge of what an engine can actually do," says Buzz Phillips of Marine Engineering Associates in San Rafael. "Torque does the actual work of run-

ning the propeller." Griff Fenton agrees, adding that you have to "put that torque through a gearbox matched to the engine and a prop matched to the engine and gearbox."

The problem with horsepower ratings, or at least one of the problems, arises because manufacturers often make apples and oranges claims for their engines. "Continuous horsepower", for instance, is different than "shaft horsepower", and that's different from "brake horsepower". What do horses have to do with boats anyway? It was all as clear as mud to us, and we recommend contacting a naval architect, specific engine manufacturer and the surgeon general for more definitive answers if you need them.

As we have mentioned several times already, the care and feeding of a marine diesel are of prime importance to prolonging its life. Diesels do not need the traditional "tune ups" of gasoline engines because they do not have the points, plugs, condensers, distributors, kanootins, whatzits, and thingamajigs. They do have valves, air filters, fuel filters, pump impellers, zincs and the "usual" replace-or-adjust items, and anyone reasonably proficient with a can opener can perform almost all necessary maintenance chores with basic hand tools and a little practice. Every once in a great while, a diesel's injectors need servicing, and that should be left to a competent diesel mechanic.

The injection system on a diesel is probably the most notable design feature that separates these engines from their gasoline-

powered cousins. The injectors are probably also the biggest source of disappointment, frustration and anger of any system on the engine. Left to their own devices and supplied with a clean, uninterrupted supply of fuel, the injectors will do their thing in uninterrupted bliss for months and years on end.

Run a diesel out of fuel or loosen the wrong nut at the wrong time, though, and you're in trouble. Once the injection system gulps even the minutest bubble of air into itself, the whole operation usually comes to a wheezing halt. The only recourse you have at that point is the dreaded "bleeding the injectors" procedure. This invariably sounds easy enough in the service manual but sometimes ends up having to be repeated a half dozen times before you get it right, at which time you, the engine and most of the interior of the boat will be thoroughly covered with diesel fuel. Wear old clothes.

A worse no-no than air in the fuel system is dirt in the fuel system. We know of one owner who heard a "sudden horrible squealing" seconds before his diesel seized. The culprit was a minuscule particle of dirt that lodged in an injector, which caused it to squirt a continuous stream of raw fuel into the cylinder, which caused the lubricating oil to wash away, which . . . well, you get the idea. For this reason, many "diesel veterans" run three to four fuel filters in series and strain all fuel — with an old nylon stocking if nothing else — as it comes aboard.

Multiple filtration is an especially good idea if you're headed down Mexico way or into the Caribbean, for it's down in those warm, humid climes that there lives a critter that's worse than air and dirt combined. No one we talked to could give us its proper name, but it is a type of bacteria that lives — can you believe it? — in diesel fuel.

The stuff forms colonies that look like blobs of old chocolate pudding, and its favorite pastime is clogging fuel filters. There are additives you can buy that will kill it, but they don't remove it. The best way to eliminate it, advises Buzz Phillips, is to remove your tanks and flush them and the entire fuel system thoroughly. About the only alternative is to filter religiously and remove the sludge as it accumulates. Unfortunately, like the killer bees, "diesel pudding" appears to be headed north. Phillips reports it has become an increasing

problem in the U.S. in the last two to three years, mostly in Florida and the other southern states.

For the average local sailor, a few extra filter elements, pump impellers and belts (if needed) are probably sufficient spares to have aboard. Fenton recommends that long distance cruisers contact the manufacturers of their engines for a recommended list of spare parts to take along, and where to find service to parts in the area of the world they plan to travel. If the company does not have a worldwide parts network, that means even more spare parts in the bilge.

Regarding spare parts, Hal Roth offers this advice in his book, *After 50,000 Miles*:

Buy plenty of gaskets, fuel pump parts, O-rings, pump impellers, valve springs and so on, and don't be afraid to acquire a few complete assemblies

— fuel pumps, injectors, alternators and the like. Probably the most important spare part is a rabbit's foot for frequent stroking!

If the engine parts catalogue shows any special tools, I would buy all the small tools and carefully look over the

Explaining the power ratings of gas and diesel engines makes the theory of relativity sound like a Dick and Jane story.

larger items. I feel it's better to spend \$50 now than to be stuck for a special tool in some remote place and have to make the needed puller or wrench or

whatever.

Whether your destination is the California Delta or the Nile delta, however, Fenton advises finding out as much as you can about what makes your engine tick, and what to do if it won't. If your engine is startable with a hand crank, practice starting it at the dock. Don't find out that there's a bulkhead in the way of the crank when you're trying to power under the Gate on an ebb tide. Find out what it means if the engine starts smoking heavily, running roughly or doing anything it shouldn't, and what you should do about it. Read your service manual (the one that's still in its cellophane wrapper) and go in and talk to your dealer, manufacturer representative or a local diesel mechanic. Better yet, invite him down for a drink and/or a sail and talk diesels. Communication, remember?

And if, after all that, you still don't like dogs or diesels, be nice to your engine anyway. Someday it may turn out to be your best friend.

— latitude 38 — jr

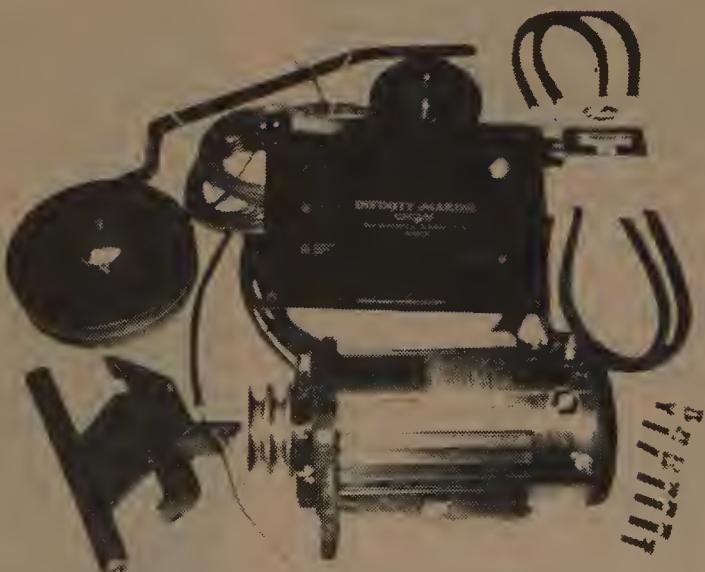
INFINITY MARINE

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- 3000 Watts of stable, reliable, AC power. Generally speaking, you can run everything at sea that you can run from your dock cord.
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LOOKING BACK

Last November, Lorraine and I sailed our boat non-stop from La Paz to San Diego. After two years of cruising and exploring the Sea of Cortez — “paradise without palm trees” — we returned to San Diego to work and save for our next trip.



Lorraine, grinding grains at Cabo San Lucas.

You know you're back in the system when you have a full key ring again.

When we were learning how to sail and outfitting our boat for cruising in Berkeley, I remember a tremendous lack of solid information on boats and gear. We made many modifications and added lots of equipment to our boat and thought some readers might be interested in what worked well and what didn't. These are our experiences, other people's may be different.

To begin with, *Samba Pa Ti*, our 1972 Columbia 30 (11,000-lb displacement fin keel sloop) is an excellent cruising boat for two people. Either of us can handle her alone if necessary. We sailed almost everywhere we went while most people motored. Our only complaint was the two bladed prop, which attracted seaweed like a magnet draws iron filings. Next trip we'll have a folding prop.

Our Monitor steering vane and Autohelm 1000 autopilot both were excellent, except that after two years the autopilot began to seep grease around the seam. I was able to repair the unit myself but was unable to get

PHOTOS BY ROB & LORRAINE COLEMAN

inside. Afraid I might break something, I finally elected to send it to an “authorized” repair shop that happily reassembled it for a measly \$160 — a third of the cost of a new one! I will not attempt to disassemble my Autohelm again without a shop manual. Unfortunately, I have been unable to get a manual. Intermark, the U.S. distributor for Autohelm, will only send repair manuals to their “authorized” repair shops. Great!

In the navigation and electronics department, our Tamaya MS-833 and Davis Mark 125 sextant both were excellent. A little wax in the adjusting screw holes helped maintain mirror alignment. Our Coastal Navigator 1010B depthsounder and Ritchie compass were also excellent, as were the Apelco VHF, Kenwood ham radio and Sony 2001 SSB Receiver.

We left San Francisco with a main (with third reef added), a 135 genoa, a 110 working jib, a storm jib and a cruising spinnaker. Be aware that there is absolutely no difference between a cruising spinnaker wrap and a standard one — they're both a bitch to get down. We finally made the investment in a pole, topping lift and foreguy and haven't had a wrap since. We also found that it is just about impossible to sail dead downwind with this sail; we must always be on one tack or the other. And to jibe, we needed to drop and rehoist or the halyard would chafe through. We'd like to trade our cruising spin-

naker for a 3/4-oz tri-radial and get a light 150 genoa.

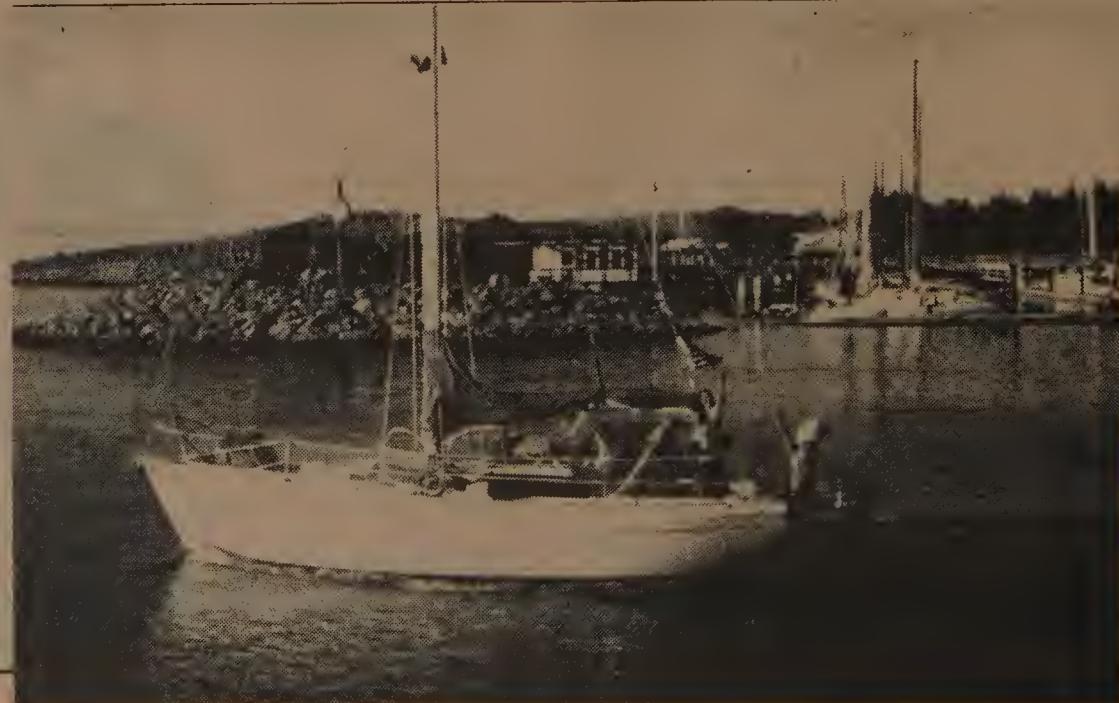
When we did use it, our Atomic 4 gas engine performed without problems, although a diesel would have been more economical.

“Our trip was a success because we worked at it. We didn't sit and wait for happiness to find us.”

Our primary anchor is a 22-lb Bruce and in 25 months on the hook we never dragged. The Bruce worked perfectly in sand, mud and rocks (never tried coral) in more than 50 knots of wind with five-to-one scope. We used a Simpson-Lawrence 510 windlass to haul it up and the 450-ft of 5/16-inch chain. We also carried numerous lengths of 1/2-inch nylon rode, a Danforth 13S, a 28-lb Danforth type and a 35-lb CQR. Our dinghy anchor is a 2-lb Bruce, but a 5-lb diving weight works fine. If the wind is blowing hard enough to drag the diving weight, you probably won't be diving from the dinghy anyway.

The only major problem that we had with any of our ground-tackle is that our new

‘Samba Pa Ti’ leaves Berkeley Marina for Mexico, November 1, 1981.



AT A TWO YEAR CRUISE

chain lost its galvanizing within the first six months. The only solution is to get the chain rusty before you go cruising, then have it acid dipped and regalvanized. Not only is the galvanizing on the new chain extremely thin, it doesn't adhere well to the smooth surface. Better to get it rusty and pitted and then have it hot dipped.

Our Optimus Princess two-burner stove and Sea Swing gimballed stove and mini oven all worked perfectly. Kerosene, however, was unavailable in Baja so we brought our own.

Our two sets of Atlantis foul weather gear (the old style) leaked from the first time we wore them. We would have returned them except we never really used them before the trip. Fortunately, we didn't need them in Mexico. Upon our return, I wrote Atlantis to ask if anything could be done to the water-permeable material (perhaps Scotchguard?) because they still looked new. Atlantis asked to see the gear and then shipped it back to me saying it was irreparable. I knew the foulies were irreparable; the fault was in the material, not the construction! Atlantis sent me a new catalogue and didn't bother to answer my query about Scotchguard. We'll probably buy Northsport foulies before our next cruise.

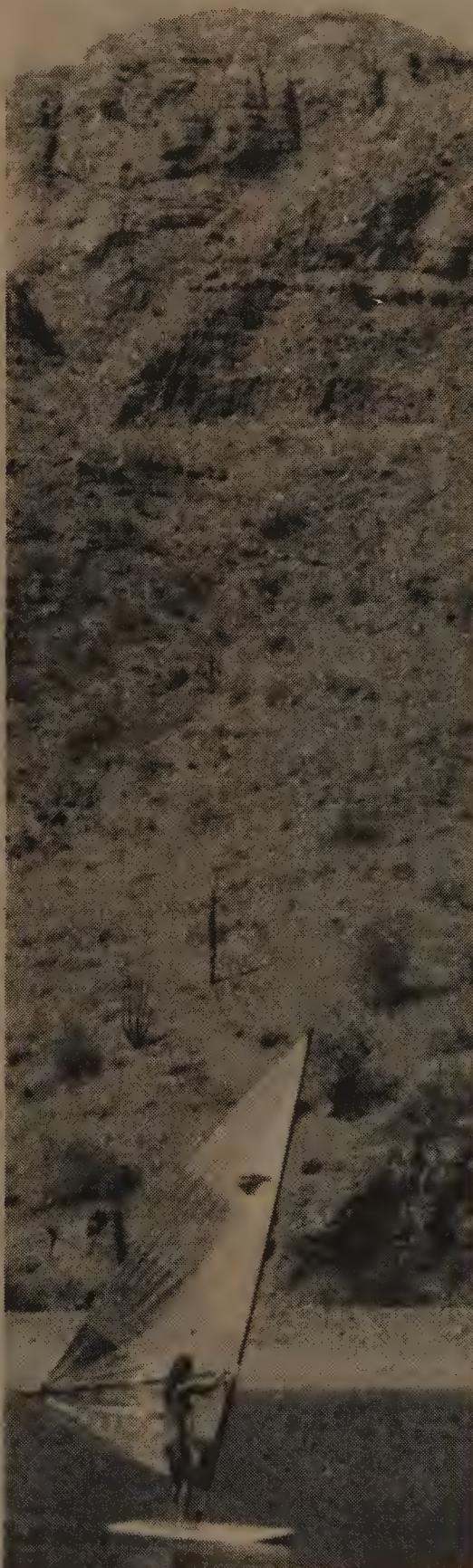
Our dodger, made by Weatherly Marine Canvas, was fantastic. One hint: our windows still look brand new because we always covered them when not underway. Armor All helps, too.

Our Avon 310 dinghy and Suzuki 8 h.p. outboard also performed well and were perfect for the two of us and our dive gear. If you can carry only one dinghy, take the biggest, fastest inflatable you can comfortably handle. (That includes lifting the motor up and down in lumpy seas.) We once circumnavigated Isla Catalan in the Sea of Cortez by dinghy stopping to dive and take pictures — something we never could have attempted with our old Seagull.

Everything else we purchased worked well, but I'd like to mention that we never would have made it without John Demeter, the manager of West Marine Products in Oakland. We didn't even know how to sail when we bought *Samba Pa Ti*, but with John's expertise and help we outfitted her and completed a very successful (but too short) two-year cruise.

Our trip was a success because we worked

at it. We didn't sit still and wait for happiness to find us, and never once did we suffer from the "cruising blues". We stayed in many secluded coves, dived for our food, and tried to be self-sufficient. We also kept things as



simple as possible. We had no ice and no refrigeration — still don't. We dined on lobster and fresh fish, breathed the purest air, and marvelled at all that nature had created.

We sailed everywhere so engine maintenance was minimal. (Some people ran their engines at anchor four hours a day to keep their beer cold. This is fine, but while they worked on their engines, we'd go diving).

Simplicity contributed to our successful voyage as much as the good planning and adequate preparations, especially as it related to good equipment that functioned well. We researched and compared before we bought anything, and it paid off. All the best gear in the world will not guarantee a happy trip, though. Cruising — thank God — is not for everyone.

I now work at a marine hardware store and Lorraine found a job as a waitress on the *Reuben E. Lee*, a huge riverboat at the end



At left, learning to boardsail in the Sea of Cortez. Above, Rob, looking patriotic in Cabo San Lucas.

of Harbor Island that contains two restaurants and five dining rooms. All our spare time is spent getting *Samba* back in shape for the next trip.

It has been a year now since Lorraine and I celebrated our eighth anniversary in a crystal bay on the south end of Isla Catalan in the Sea of Cortez. We barbecued lobster and cabrilla as a full moon rose over *Samba Pa Ti*. We felt at one with nature. What fabulous memories we have of our cruise, not only of places, but of all the friends we made.

— rob coleman

MEXICO ONLY

Here we have it folks, the Mexico Only Crew List. With the Mexican sailing season starting on November 1 — the end of hurricane season — it's time to start dialing those phones. Presumably everyone on the list is ready to go soon.

A couple of things to remember. Everybody who makes use of this special advertising section is to be aware that sailing — particularly cruising to a foreign country with people and boats you don't know well — involves a certain amount of inherent risks. If you are not willing to accept full responsibility for those risks — and injury and death are among them — do not make use of this advertising supplement.

For those of you who recognize the risks and are willing to accept the dangers, we only ask that you demonstrate the basic human courtesies among those who you come in contact with.

Good luck to you all, we hope to see you south of the border this winter.

— latitude 38

PEOPLE WANTING TO CREW IN MEXICO

CODE FOR PEOPLE WANTING TO CREW IN MEXICO

I want to crew:

1. For the trip down.
2. Gunkholing near towns.
3. Gunkholing in the boonies.
4. For the passage across Gulf.
5. For a Mexico race.
6. For the Sea of Cortez Race Week.
7. For the return trip back to the States.
8. Other: _____

My experience is:

1. None.
2. Bay.
3. Long coastal.
4. Long ocean passage.
5. Foreign cruising.
6. Other: _____

I can offer:

1. Skilled sailing and navigation skills.
2. Mechanical skills.
3. Cooking and cleaning skills.
4. Cash to help with expenses.
5. Female (a) / Male (b) companionship on the cruise.

MEN WANTING TO CREW IN MEXICO

Ray Young, 66, (415) 897-3229. has 2,8(Cal 2-24/Catalina 30) / offers 1,2,3,4,5b
Armen Phelps, 28, (916) 577-3119, P.O. Box 13533, SLT, CA 95702
..... wants 1,2,6,7 / has 2,6(Bay, Tahoe, & racing) / offers 1,2,3,4
David S. Ball, 30, 1131 Compas Ln. #101, Foster City 94404, 415/571-6963
..... wants 1,8(consider any—diving?) / has 2 / offers 1,2,3,4,5b
Chris Maher, 26, 652-1699, 6606 Dana St., Oakland 94609
..... wants 1,2,3,4,5,6,7,8 / has 3 / offers 1,3,4
Alfred Riggs, 40, 315 Hyde St. #102, San Francisco 94109, (415) 474-7975
..... wants 6 / has 2,3,5 / offers 1,4,5b

MEN WANTING TO CREW IN MEXICO — CONT'D

Carey Johnston, 30, 610 S. Venice Blvd. Venice 90291, (213) 827-7621
..... wants 1-7,8(charters/deliveries) / has 3,4,5,6(S. Ca./Baja) / offers 1,3,4
Willie Smothers, 39, Box 7789, San Diego 92107
..... wants 1,3,4,6,7 / has 4,5,6(licensed captain) / offers 1,2,3,5b
Simon Winer, 18, (415) 254-6302, 175 Canon Dr., Orinda 94563
..... wants 1,2,3,4,5,6,7,8 / has 2,6(extensive inland racing) / offers 1,2
Dick Schuettge, 49, (415) 841-6962, 458 Gravatt, Berkeley 94705
..... wants 1,2,3,4,5,6,7 / has 2,3,5 / offers 1,2,3,4
Steve Ray, 26, (415) 366-9343/h, (415) 592-7550/w
..... wants 1,2,3,6,7 / has 2,3 / offers 1,2,3,4
Colin Gilboy, 40, 331-8379..... wants 5,6 / has 2,3 / offers 1,2,3,4
David Pfeiffer, 31, (916) 457-3808/h, 485-0580/w, 4918 10th Ave., Sacramento
..... wants 1,2,3,4,5,6 / has 6(Mexican vet) / offers 1,2,3,4,5b
Gary Green, 26, (714) 894-2772, 15901 Azalea Way, Westminster CA 92683
..... wants 1-7,8(MEXORC) / has 3,6(raced: Hobie, Cat) / offers 1,2,3,4,5b
Stephen C. Kyle, 41, 111 Liberty St., Petaluma 94952, (707) 778-6300
..... wants 1,5,6,8(MEXORC) / has 2,3,4,5 / offers 1,4
Bob Biles, 34, (408) 438-3900/d, (408) 335-4368/n
..... wants 1,2,3,4,5,6,7 / has 2,3,5,6(chartering to Channel Isl.) / offers 1,2,4,5b
Steve Bove, 28, 415/792-7359, 3654 Dryden Rd., Fremont 94536, 206/542-7764
..... wants 1,2,3,4,5,6,7,8(most anything) / has 6(Hawaii/San Juanis), offers 2,3,4
Jaripeka Salminey, 25, 1070 Crosspoint Ct., San Jose 95120, 408/997-3960/h, 987-2560/w..... wants 1 / has 2,5,6(Baltic Sea offshore) / offers 1,2
David Demarest, 33, 381-6169..... wants 1,2,3,4,5,6 / has 3 / offers 1,3,4,5b
Drew Matlow, MD, 31, 282-8821, 5140 Diamond Hghts. Blvd., San Fran. 94131
..... wants 1,2,3,4,5,6,7 / has 2 / offers 4,5b
Bill Strong, 55, (916) 920-2785, 728 Pinedale Ave., Sacramento 95838
..... wants 1,2,3,4,7 / has 2,3,4 / offers 1,3,4
Larry Petitte, 40, (415) 929-9576, 729 Fillmore, San Francisco 94117
..... wants 3,5,6,7,8(yacht delivery) / has 2,3,4,5,6(yacht delivery) / offers 1,2,3
Rick Hamill, 37, (408) 425-1166, 145 Laguna St., Santa Cruz 95060
..... wants 1 / has 2 / offers 3,4
Eddie Alexander, 42, (408) 249-4916, 201 Woodhams Rd., Santa Clara 95051
..... wants 1,2,3,6,7 / has 2,6(racing crew) / offers 1,2,3,4,5b
Jim Lazar, 34, (415) 525-7875/e, (707) 552-2065/d
..... wants 1,2,3,4 / has 2 / offers 1,4
Michael Durkin, 38, (213) 822-9073, 237 Howland Canal, Venice 90291
..... wants 1,6,8(cruise north of Loreto from March onward) / has 3,5 / offers 1,4
Donald C. Hahn, 55, (209) 794-2848, P.O. Box 1191, Walnut Grove 95690
..... wants 1,7,8(flexible) / has 1,6(6 weeks to Baja) / offers 3,5
Sherwin Harris, 47, 253 Arriba Dr. #9, Sunnyvale 94086, (415) 967-2187
..... wants 1,2,3,4,5,6,7 / has 4 / offers 1,3,5b
Don Bragg, 24, 1220 Brickyard Cove Rd. #100, Pt. Richmond 94801
..... wants 1,2,3,4,5,6,7,8 / has 2,3 / offers 1,2,3,5b
Bill Engle, 49, (616) 527-3275, 3982 E. Bluewater Hwy., Ionia, MI 48846
..... wants 1,2,3,4,5,6 / has 6(Lake Michigan) / offers 2,3,5b
Bill Koontz, 34, (415) 321-0982, Palo Alto
..... wants 1,2,3,4,5,6,7,8(link-up, mid-way) / has 2,3 / offers 1,2,4,5b
Charles Quinn, 36, 327 Henderson Dr., San Jose
..... wants 1,2,3,4,5,6,7,8 / has 2,3,4,5,6 / offers 1,2,3,4,5
Dennis Horgan, 35, 1224 12th St. #5, Santa Monica 90401, (213) 458-9736
..... wants 5 / has 4,6(Mexican races; '83 MEXORC) / offers 1
John F. Nugent, 33, (408) 338-4609, 155 Upland Dr., Boulder Creek 95006
..... wants 1,2,3,4,5,6,7 / has 2,3,4 / offers 1,2,4,5b
Jim Wyman, 39, (415) 571-1079, 2011 Sterling, Menlo Park 94025
..... wants 1,2,4,5,6,7 / has 2,3,5 / offers 1,2,4,5b
Jon Burchett, 33, 2611 NcGee Ave., Berkeley 94703, (415) 845-9368
..... wants 1,5,6 / has 2,3,6(North SRA Dinghy) / offers 1,2
Elmo Moorehead, 58, (415) 236-7857
..... wants 1,2,3,4,5,6,7 / has 2,3 / offers 1,2,3,4
Lou Iannone, 37, 5137 Ishimatsu Pl., San Jose 95124
..... wants 8(all the above) / has 2 / offers 1,3,4
Steve Thatcher, 32, (707) 869-0758, P.O. Box 230, Rio Nido 95471
..... wants 1,2,3,4,8(1st leg of extended cruise) / has 2 / offers 1,2,3,4
Bob Olmo, 49, (707) 523-4778, 3663 Sonoma Ave., Santa Rosa
..... wants 1 / has 2 / offers 1,3
Sandy Harrill, 38, 548-1101, P.O. Box 4612, Berkeley 94704
..... wants 1-7,8(50' snorkel dive) / has 2,3,4,5,6(Delta/Carib.) / offers 1,2,3,4,5b
Joseph Helsen, 29, 1015 3rd St., Santa Monica 90401/h 818/507-36980
..... wants 1,2,4,6 / has 2,3,6 / offers 1,3,4
Steven Kennedy, 37, 587-4246, 380 Ralph St., San Francisco 94112
..... wants 1,2,3,4,6,7 / has 2,3,4 / offers 1,2,3,4,5

MEN WANTING TO CREW IN MEXICO — CONT'D

Gregg Wrsley, 28, 383-8308, 39 Roque Moraes Ct. #5, Mill Valley 94941
 wants 1,2,3,4,5,6,7 / has 2,3 / offers 1,3,4
 Romeo Danais, 38, (408) 287-9150, P.O. Box 8654, San Jose 95155
 wants 1,2,3,4,6,7 / has 2 / offers 1,2,3,4,5b
 Dave Timson, 29, 209/465-6115/w, 957-1346/h, 5370 Feather River, Stockton
 wants 1,2,3,5,6,7,8(try me!) / has 2,6(own Hobie 16) / offers 2,3,4,5b
 Bob Keyes, 52, 325-7927, 830 Cambridge Ave., Menlo park 94025
 wants 7 / has 2,6(speak some Spanish) / offers 3,4
 Troy Robert Nelson, 30, 2891 Wimbledon Dr., Aptos 95003, (408) 475-7748
 wants 1-7,8(so. thru Canal or west) / has 2-5,6(charter capt.) / offers 1-4,5b
 Dana E. Hill, 33, 370 Fifth Ave., Santa Cruz, (408) 462-0639
 wants 1,2,3,7 / has 2,3,8(Spanish-speaking) / offers 1,4
 Miles Merians, 63, 332-4536, 319 Fourth St., Sausalito 94965
 wants 1,2,3,4,7,8(to Canal or So. Pac?) / has 3,4,5 / offers 1,2,4,5b
 Spencer Yeh, 23, (415) 567-3462
 has 1,8(onward to So. America) / has 6(Maine coast) / offers 3,5b
 Don Morrison, 53, 787-2389
 wants 5,6 / has 2,3,4,5,6(3 Mexican/3 Hawalian races) / offers 1
 Bill Bugler, 39, (415) 563-0105, 2656 Webster St., San Francisco 94123
 wants 1,2,3,4,5,6,7 / has 2 / offers 1,2,3,4
 Gordon Hoehle, 24, (415) 928-1553, 1655 Washington St., San Fran. 94109
 wants 1 / has 2 / offers 2,3,4
 Bob Cassel, 35, 250 Meadowlark Ln., Aptos 95003, (408) 688-9384
 wants 1,3,5,6,7 / has 2 / offers 1,2,3,4,5b
 Robert Murphy, 39, (408) 728-1585 (h), (408) 722-3484 (w)
 wants 2,3,4 / has 3,4,5 / offers 1,4
 Ralph Weeks, 38, 1049 W. 17th Place, Tempe, AZ, (602) 968-6032
 wants 1 / has 2,3,6(local knowledge, Channel Is.) / offers 1,2,4
 Michael G. Smith, 38, (415) 525-7477, 5500 Van Fleet, Richmond 94804
 wants 1,7 / has 2,3,5,6(speak Spanish, diesel mechanic) / offers 1,2,3
 Curt Muehl, 48, (415) 968-9745, P.O. Box 47, Moffett Field Ca 94035
 wants 1 / has 2,3 / offers 1,2,4
 Steve Blake, 35, 117 14th St., Seal Beach CA 90740, (213) 598-6997
 wants 1,4,5,7,8(Carib., So. Pac/Haw.) / has 3,4 / offers 1
 Mike Sipusic, 35, 658-8430, 5527 McMillan, Oakland 94618
 wants 1,2,3,4,5,6 / has 2,3,5 / offers 1,2,3,4,5b
 Curt Aspelund, 30, 408/289-4771/d, 415/651-3447/n, 3832 Haven Av., Fremont
 wants 1,4,5,6,7 / has 2,3,5,6(race, Bay, Pac. ocean PHRA) / offers 1,2,3,4,5b
 Geo. D. Humphreys, 46, 989-1882
 wants 1,2,3,4,5,6,7,8(Spanish/scuba) / has 2,3,4 / offers 1,4
 Guillermo Meza, 49, P.O. Box 754, L.O., OR 97034, 503/635-2230, 636-3278
 wants 1,7 / has 3,5,6(Ctrl. Amer. coast) / offers 1,3
 Jonathan Bamer, 40, (415) 886-7706, 18075 Carlton Ave., Castr Valley 94546
 wants 4,5,6
 / has 2,3,4 / offers 1,2,4
 Bob Potter, c/o 1035 N.W. 91st, Portland OR 97229, (503) 292-6177
 wants 5,8(or anywhere) / has 3,4 / offers 1,3,5
 Geoff/Sam Hunt, 21/22, 6666 Foothill Ranch Rd., Santa Rosa, 707/538-5026
 want 1,8(continue thru So. Pac.) / have 3 / offer 3

WOMEN WANTING TO CREW IN MEXICO

Joan Marie Columbini, 27, (415) 994-1172, 132 Windsor Dr., Daly City 94015
 wants 1,2,3,4,5,6,7,8(any and/or all) / has 2,8(Hawaiian) / offers 1,3,4,5a
 Darlene Carroll, 21, 835-1402, 353 Bellevue Ave. #B, Oakland
 wants 1,2,3,4 / has 1 / offers 3,5a
 Marva Melton, 39, 370-2020, 503 C Vandell Way, Campbell 95007
 wants 1,2,3,7 / has 2 / offers 3,5a
 Dobie Dolphin, 35, P.O. Box 344, Albion 95410, (707) 937-0405
 wants 3,4,5,6,7 / has 6(coastal/5 yrs. commercial fishing) / offers 1,2,3,4
 Roxanne Morris, 26, (415) 369-5260, 417 Redwood Ave., Redwood City
 wants 1,2,3,4,5,6,7,8(adventure) / has 2,3,5,6(pleasure cruising) / offers 3,5a
 Marie Wilson, 40, (916) 371-2089, P.O. Box 173, West Sacramento 95691
 wants 1,2,3,7 / has 2,6(lived aboard for 8 yrs) / offers 1,3,5a
 Louise Fisher, 55+, (916) 756-1282, 2521 Bates Dr., Davis 95616
 wants 1,7,8(in La Paz Jan. '85) / has 1,6(6 wks in Baja) / offers 3,5
 Helen Thomas, 55, (415) 967-7527, Mountain View
 wants 1,2,3,4,6,7 / has 2,6(Lake Michigan) / offers 1,3,4,5a
 Robbie Felix, 28, (408) 353-2250, 20600 Aldercroft Hts. Rd., Los Gatos 95030
 wants 1,7,8(fun) / has 2 / offers 3,5a
 Lynn Levedowski, 28, 1819 S. Cherokee Ln. #31, Lodi 95240, 209/334-3367/d
 334-2491/e wants 1,2,3,4,5,6 / has 1 / offers 3,4,5a

WOMEN WANTING TO CREW IN MEXICO

— CONT'D

Joyce Bell, 40, c/o Berenstein, 1 Market Plaza, Spear Tower #2515, San Fran.
 wants 1,2,4,7 / has 2,3,6(Hawaii) / offers 3,5a
 Lori Redfern, 28, (707) 444-2153, c/o Sharon Rains, Box 748, Fortuna 95540
 wants 1,2,3,4,7 / has 2 / offers 3,4,5a
 Charlotte Chaffin, 31, 1263 Robinson #1, San Diego 92103, (619) 291-7287
 wants 1,2,3,4,5,6,7,8(anything/where) / has 2,3,6(chartering) / offers 1,3,5a
 Teri S., 27, P.O. Box 535, San Rafael 94915, 485-0678
 wants 2,3,4,5,6 / has 2 / offers 1,3,4,5a
 Diane Robins, 30, (415) 964-1555, Mountain View
 wants 3,6 / has 2 / offers 1,3,4
 Claire, 24, (408) 426-6536, Santa Cruz wants 5,6 / has 2 / offers 1,3
 Elizabeth Meriarty, 23, 386-5660, 2169 Grove St., San Francisco 94117
 wants 1,2,7,8(to Rio & back) / has 2 / offers 3,4,5a
 Cindy Surdez, 33, 865-7409 wants 1,7 / has 2 / offers 1,3
 Helen Paterson, 48, 2300 Northpoint #302, San Francisco 94123, 931-4763
 wants 1,2,3,7 / has 2,4,5 / offers 3,5a
 Glenda Bayly, 31, c/o Bay Riggers, 200 Gate 5 Rd., Sausalito
 wants 5,6,8(delivery race boats) / has 4,5,6(lots race/sailmk) / offers 1,3,5a
 Terese, 35, 331-2406 wants 2,3,4 / has 2,6(short coastal) / offers 3,4,5a
 Kathleen Saxon, 25, (415) 383-3406, 14 Bayview Dr., Mill Valley 94941
 wants 1,5,6,7,8(delivery) / has 2,3,4,5,6(Carib./Baham, etc.) / offers 1,3,5a

COUPLES WANTING TO CREW IN MEXICO

Hywel/Kaye Price, 54/60, (604) 984-8930
 want 1,2,3,4,5,6,7,8(cruising from SF) / have 3,4,5,6(racing) / offer 1,2,3,4,5

BOATS NEEDING CREW IN MEXICO

CODE FOR BOATS
NEEDING CREW IN MEXICO

My boat is a

I need crew:

1. For the trip down.
2. Gunkholing near towns.
3. Gunkholing in the boondies.
4. For the passage across Gulf.
5. For a Mexico race.
6. For the Sea of Cortez Race Week.
7. For the return trip back to the States.
8. Other:

My experience is:

1. Bay.
2. Long coastal.
3. Long ocean passage.
4. Foreign cruising.
5. Other:

I am looking for:

1. Skilled sailing and navigational skills.
2. Mechanical skills.
3. Cooking and cleaning skills.
4. Female (a) / Male (b) companionship on the cruise.
5. Someone to share expenses / charter my boat.
6. Someone to help bring the boat back.

COUPLES NEEDING CREW IN MEXICO

Pam/Jim Dixon, 35/50, 41' Tri, 3639 Harbor Blvd. #A8, Ventura 93001
 for 1,2,3,6 / have 1,2 / want 3
 Chuck/Alicia Roberts, 44, 29' sloop, 1320 Oakland Rd., San Jose 95112, 408/286-9770
 for 1 / have 1 / want 1

MEXICO ONLY CREW LIST

COUPLES NEEDING CREW IN MEXICO — CONT'D

Janet/Laine McDaniel, 40/56, Perry 43, 408/253-6368, 19022 Brookhaven Dr., Saratoga 95070. for 1,2,8(Fr. Poly. 2/85) / have 1,2,3,5(USCG Op.) / want 1-4

MEN NEEDING CREW IN MEXICO

Loyd Brasse, 47, 40' sail, 805/985-0685, 3600 S. Harbor -348, Oxnard 93030

..... for 1,2,3,4,8(on to Tahiti) / has 3,4 / wants 3,4a

Vern Rathfelder, 55, 33' sloop, Yate Yanqui Dollah, c/o Capitan Ed Del Puerto, La Paz, B.C.S. Mexico for 2,3,4,6 / has 3,4 / wants 3,4a

Richard Hansen, 54, 40' cutter, 1751 W. Romneva Dr., Anahelma 92801, 213/514-3990. for 1,2,3,5,8(to So. Pac.) / has 1,2,4,5(offshore races) / wants 4a

James A. Smith, 45, 55' ketch, 747 E. Calif. Blvd. #4, Pasadena 91106, 213/796-4284 (msgs.) for 1,2,3,8(San Diego to P. Vallarta) / has 3,4 / wants 3,4a

Richard A. Boyd, 65, G.B. Cruiser, P.O. Box 667, Kentfield 94904

..... for 1,7,8(to & from Acapulco) / has 1,2,3,4 / wants 3,4a,6

Bob Stafford, 49, 40' trawler, (415) 521-0531

..... for 1,2,3,4,8(cruise Caribbean/east coast) / has 1,2,4 / wants 3,4a

Boone Camp, 39, Albin 30, P.O. Box 565 Marina, San Carlos, Guaymas, Sonora, Mexico. for 2,6,8(Mazatlan, Puerto Vallarta) / has 2,4 / wants 3,4a,5

Jack Cron, 46, trimaran, P.O. kBox 9150, Marina del Rey 90295

..... for 1,2,3,4,7 / has 2 / wants 4a,6

Jack Clarke, 44, S&S 40, (619) 222-1186, 2733 Shelter Island Dr., San Diego 92106

..... for 1,2,3,4,6,7 / has 2,3 / wants 3,4a,5

R. Carey, 41, Endeavour 37, 1904 Broadway, Alameda 94501

..... for 1,2,3,6,7 / has 1,2 / wants 5,6

Robert Arwine, 50, 43' trimaran, Tri Pui Marina, Loreto, Mexico, Baja Sur

Mex. for 2,3,4,6,8(Panama/Carib./Costa Rica/Fl) / has 1,2,3,4 / wants 3,4a,5

Richard F. Pounds, 45, trimaran, Tripui Marina, Yate: Halcyon, Box 100,

Loreto, M.B.S. for 2,3,4,6 / has 1,2,4 / wants 3,4a

Fred Turrentine, 50, Cascade 36, Evenstar III, Capitania del Puerto, La Paz,

BSC, Mexico. for 2,3,4,8 / has 2,4 / wants 4a,5

MEN NEEDING CREW IN MEXICO — CONT'D

David Lay, 44, 37' sloop, (213) 822-5380, 8414 Holy Cross, Los Angeles 90045 for 1,2,3,4,7,8(to Alaska) / has 2,3,5(singlehanded racing) / wants 1,3,4a,5,6

Dale Clark, 61, 23' Mexico sailing Panga, 2825 Hidden Valley Lane, Santa Barbara 93108, 805/969-3524. for 2,3 / has 2,4,5(30 yrs. Baja) / wants 4a

Ron Stevens, 45, Valiant 40, 1320 Pelican Way, Pt. Richmond 94801, 415/232-3810. for 1,2,3 / has 1,2,4 / wants 1,2,4b

Donald Yearout, 55, 48' Cat, (707) 745-6524, 930 W. 9th St., Benicia 94510

..... for 1,2,3,4,7,8(non-smokers) / has 1 / wants 1,3,4,5,6

Darryl Thomas, 41, Newport 30, (213) 823-5601, 13953 Panay Way, Marlin del Rey 90292. for 1,2,3,4,6,8(Haw., So. Pac.) / has 2,3,4,5(delivery) / wants 3,4,5

Stephen J. Brown, 34, 32' cutter, (408) 438-5425, 110 Blueberry Ct., Scotts Valley 95066. for 1,2,3,4,6,8(So. Pac.) / has 1,2 / wants 1,3,4

Packer Roger, 48, cat ketch, (415) 331-5040, P.O. Box 1799, Sausalito 94966

..... for 1,2,3 / has 1,2,3,4 / wants 5

Jerry Czember, 40, Rhodes 44, 1782 Union St., S.F., 332-2366, 474-1782

..... for 1,2,3,7,8(extended cruising?) / has 1,2 / wants 1,2,3,4,5,6

Jim Thompson, 41, Valiant 40, (415) 365-7333, 600 Allerton St., Redwood City 94063. for 1,3,4,8 / has 1,2 / wants 1,2,3,4,5

David Johnson, 42, 31-ft Tri, (415) 858-0886, 3543 Park Blvd. Palo Alto 94306

for 2,3,8(west coast Mex. Nov-May boat in Zihuatanejo) / has 1,2,3,4 / wants 4a,5

Evard Grabe, 40, 38' ketch, (415) 532-1544, 3537 Brookdale Ave., Oakland

..... for 1,2,3 / has 1,2,3,4 / wants 3,4a,5

Jerome (Jay) King, 53, 50-ft ketch, 4210 Monterey Hwy. #11, San Jose 95111

..... for 2,3,4,6 / has 1,2,3,4 / wants 3,4a,5

Wayne S. Johnson, 36, Columbia 26, (408) 842-4232, 1555 Rucker Ave., Gilroy 95020. for 1,5,6,7,8(Bay race) / has 1,2 / wants 1,3,4a,6

Joe McGovern, 47-ft ketch, Box 639, Ross 94957

..... for 1,7 / has 1,2 / offers 1,2,3,6

Andy Liddell, 43, Pearson Vanguard 32', 3349 E. International, Clovis 93612

209/299-2847, 406/755-8596. for 1,2,3,8(US/Pan/Fl) / has 2,3,4 / wants 3,4a

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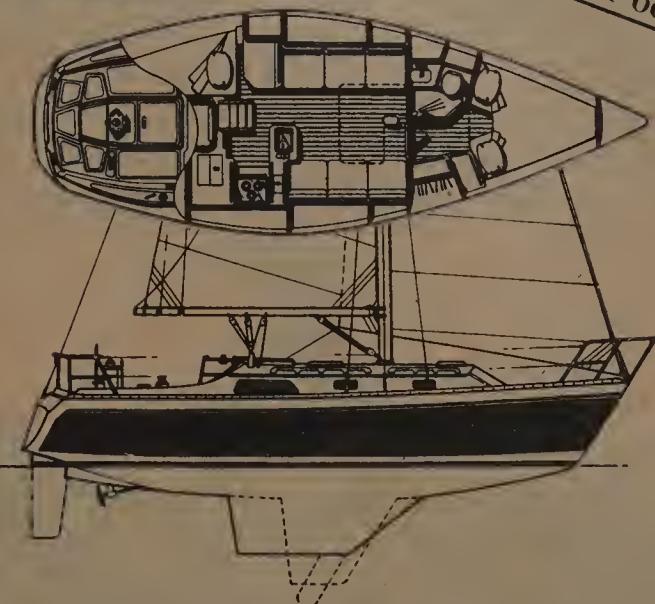
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LIGHTHOUSES

Pardon the expression, but most modern lighthouses are not much to look at. They are efficient, to be sure, and dependable, but when compared with the ornate structures and the human dramas that characterized the old stations, the modern

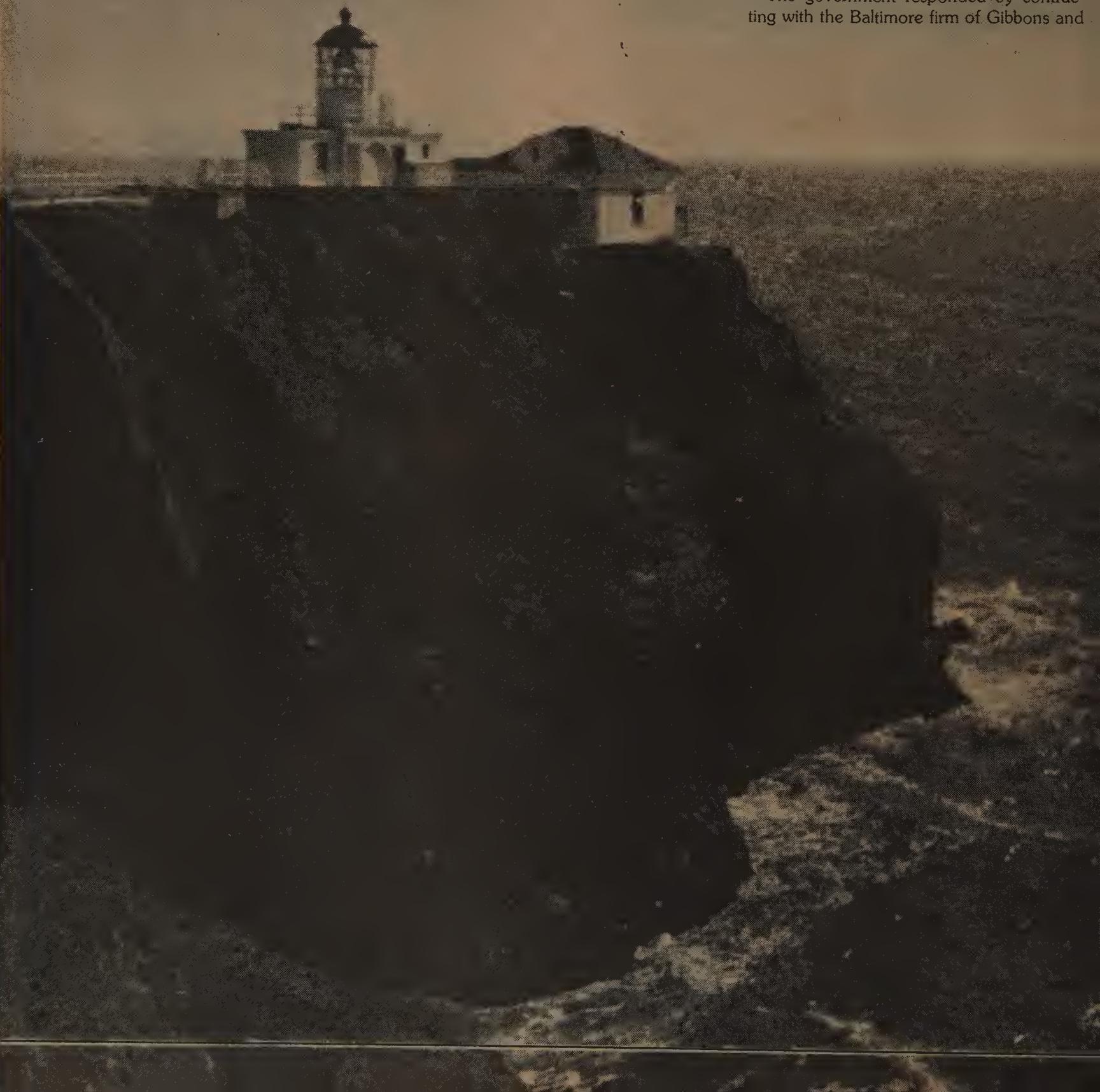
ALL PHOTOS LATITUDE 38/JOHN
EXCEPT WHERE NOTED

facilities are cold and sterile.

The gold rush provided the primary impetus to the building of lighthouses all along the

California coast. Prior to 1848, there was just not enough traffic in and out of San Francisco and other western ports for Congress to consider allotting funds for any aids to navigation. When news spread of the find at Sutter's Mill, near Sacramento, however, ships full of 49'ers began arriving in the Bay Area — or wrecking near it — by the score.

The government responded by contracting with the Baltimore firm of Gibbons and



Kelly to build eight lighthouses, at a cost of \$15,000 each, along the western seaboard. Three of these, the Farallones, Alcatraz and Fort Point, would serve the Bay Area. Not ones to leave anything to chance, the contractors loaded workers, lumber, tools, nails — everything but stone and masonry — aboard the ship *Oriole* and set off, via Cape Horn, for California.

By the time they arrived, California had

become the 31st state. In late 1852, the crews began work on lighthouses at the southeast corner of Alcatraz Island and at the southern tip of the Golden Gate, which would soon be called Fort Point. Both featured a 1½-story Cape Cod-type dwelling built around a central light tower. Once completed, both structures stood idle for a time, awaiting their third-order Fresnel lenses that were on their way from France aboard

another square-rigger. Its lens installed, the lighthouse on Alcatraz Island became the first operational station on the West Coast on June 1, 1854.

Fort Point was not so lucky. The paint was barely dry on the new station when the Army decided that, in the interest of national security, a fort must be built in this strategic position. So three months after it was put up, the Fort Point light was torn down and construction of Fort Winfield Scott began. The lighthouse was eventually relocated on top of the fort, where, in combination with the



LIGHTHOUSES



OFFICIAL U.S. COAST GUARD PHOTO

The Fort Point lighthouse is the only one ever to be built atop a fort.

Alcatraz light, it formed the first range on the West Coast. By lining up the high light on Alcatraz with the shorter one on Fort Point, mariners could tell they were on the right approach to the Bay.

A number of factors complicated the construction of the lighthouse atop the Farallones: distance from the mainland, craggy terrain, terrible winds — and gun-toting egg-pickers who wouldn't allow the construction party to land.

It may sound funny now but no one was smiling back then. Back in the mid-1800's, chicken eggs were as scarce as, well, hen's teeth, and anyone who could supply the hungry city of San Francisco with eggs was in a position to make a bundle of money. Thus began a regular stream of traffic between the mainland and the bird-covered Farallones. Disgruntled prospectors, land-bound sailors, later even some lighthouse keepers, found egg collecting a welcome supplement to meager incomes. Eventually, egg-gathering organizations formed, and collecting was soon operating on a grand scale. One loaded boat was said to contain 1,000 dozen eggs. About this time, the business had become so lucrative that "egg wars", com-



District ranger Steve Holder checks out the Pt. Bonita light.

plete with shootouts, began to erupt between rival groups to determine gathering areas and rights. Such was the state of affairs when the *Oriole* arrived at the Island to begin construction of the new lighthouse.

A show of force by the military quelled any potential uprising by the egg pickers, but couldn't do much for the working conditions. So steep was the rocky peak that had been picked for the light that there was no room for the keeper's dwelling and it had to

To everyone's horror, the lens was too big to fit the tower. The only recourse was to tear it down and build a new one.

be built on the plain below. Even then, the cliffs were brittle and crumbly, the trail narrow and steep and the wind gusty and unpredictable. As if that wasn't bad enough, in the summer the reek of bird droppings was almost unbearable. The workers were more

than happy to say goodbye to the rock, the egg-pickers and the almost finished — or so they thought — lighthouse in the fall of 1853. Like the two before it, all the structure needed to be operational was its first-order lens.

After it arrived, workers brought the lens to the Island anticipating a quick installation and return to San Francisco, but it was not to be. To everyone's horror, the lens was too big to fit the tower. Ordering and waiting for another lens was out of the question. The only recourse was to tear down the tower and build a new, larger one. As a result, the Farallon light was not lit until New Year's Day, 1856. One can imagine the collective sigh of relief from the construction party was probably audible in the city, more than 20 miles away.

Fresnel — the "s" is silent — lenses were the state of the art in lighthouse optics in the latter 1800's. Developed by Augustin Fresnel, a Frenchman, they employed a system of prisms and lenses that refracted and reflected the light from a single oil (lard) or "earth oil" (kerosene) lamp into a "plane" of light visible miles at sea. Fresnel lenses were graded and sized according to intended use. First and second order lights were "making" lights, as in when a ship "made" a landfall. Third order lenses, such as those at Alcatraz and Fort Point, were "navigation" lights that marked the entrance to large harbors and bays. Fourth order lenses, such as that installed in the East Brother light, marked the entrances to smaller segments of bays and harbors and fifth order — Yerba Buena — and sixth order lenses were aids used inside harbors.

Even as the keepers, or "wickies", lit the first lamps in the Bay Area, the need for more lighthouses was apparent. Again, however, funds were slow in coming. As early as 1850, the Coast Survey recommended that a light be built to mark the imposing headland called Point Bonita, but it was not until the steamer *Tennessee* ran aground to the north in the cove that now bears her name that Congress came through. Although all aboard were saved, it was a close call for the steamer. A few hundred yards in either direction could have had more tragic consequences.

The Point Bonita lighthouse was one of a second set of eight such stations to be funded by Congress for the west coast. The conical

lighthouse, with a separate keeper's quarters, was located on the Point's highest hill near where the Coast Guard radar antenna stands today. Its oil lamp first shown through its second order lens on April 30, 1855.

Although four operational lighthouses constituted a big step toward eliminating the dangers of the approach to San Francisco, they failed to assist mariners through the Bay Area's major hazard to navigation — fog. Whenever the more than 1,000 hours of pea soup descended on the area every year, it rendered almost all visual aids useless.

The obvious solution to the fog problem was a noise maker of some sort, and since the noisiest articles around at the time were cannons, the Lighthouse Service acquired an Army-surplus 24-pounder from the Benicia Arsenal and installed it, and one Sergeant Maloney, on Point Bonita in 1856. The sergeant's duty was to fire the beast — minus ball, of course — once every half hour during fog.

The hapless Maloney, who readily agreed to the assignment, was apparently unaware of how long the fog can last around Bonita, for it was not long before he sent an urgent

Below, the sunset bounces around inside a Fresnel lens. Right, Lime Point as it appeared during the building of the Golden Gate.

plea for help to his superiors. "I have been up three days, and nights," he wrote, "and had only two hours of rest. I was nearly used up. All the rest I would require in 24 (hours) is two, if I could only get it." Mechanically-struck fog bells were eventually installed at all the existing stations except the Farallones.

There, the well-known lighthouse engineer Hartmann Bache installed a fog signal unique among lighthouses. It consisted of a brick tower, topped by a whistle, that was built over a natural blowhole. With each rush of a wave, the whistle would blow. This arrangement worked fine in normal weather. In inclement weather, the whistle blew incessantly and in the calms that often accompanied fogs — when it was needed most — it sometimes didn't blow at all. Few tears of sadness were shed when a storm destroyed it in 1871. It was replaced by a steam siren.

In the beginning, all lights were fixed; that is, they did not blink. When it became necessary to distinguish one lighthouse from another, and navigation aids from the growing city's lights, mechanical clockworks similar to those used in the bell strikers were used. Once "wound" in the sense that a cuckoo clock is wound, with a system of chains and weights, the clockwork would turn either the lens system itself, or an "eclipsing" that revolved around the lens to give it its characteristic flashing sequence. The revolving lenses were made up of a number of vertical Fresnel lenses that broke the light "plane" up into segments of focused light, much like the spokes of a wagon wheel. Although the light source remained fixed, the light appeared to blink as the lens turned because the viewer saw only the flash of each successive "spoke".

The next three important lighthouses to be erected, and among the most beautiful in the Bay, were the Mare Island facility (1873), which showed the way into the Delta; the East Brother Lighthouse (1874), which marked the entrance to San Pablo Bay; and the Goat Island (Yerba Buena) lighthouse (1875), which aided the increasing steamer traffic between San Francisco and Oakland. All three featured attractive Victorian houses, complete with gingerbread, for the keepers and their families, and the latest in fog signals — steam whistles with coal-fired boilers.

The year 1883 saw the installation of the West Coast's first fog station at Lime Point,



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LIGHTHOUSES



Above, Alcatraz. Below right, one of the ornate eagle drainpipes that decorate the Pt. Bonita and Farallon lights.

the spit of land that now forms part of the base for the north piling of the Golden Gate Bridge. Fog stations at Point Montara and Angel Island soon followed. In 1900, all three stations became "lighthouses" when they received small lanterns.

Among the most picturesque, roomy and interesting lighthouses in the Bay Area were the second Oakland Harbor Lighthouse, the Southampton Shoals Lighthouse and the Carquinez Straits Lighthouse, all of which stood upon pilings some distance from land so as to be near the main deepwater channels they marked.

The first of these, the Oakland Harbor Light, was originally no more than a cottage that stood atop wood pilings a little more than 200 feet from the tip of the jetty. Teredo worms may have already begun munching on it even as it was lit in 1890, for despite several attempts to shore up the supporting structure, the pilings were so eaten up that the station was rendered unserviceable by 1903. The newer, larger, two-story facility, which began operation in July of the same year, was erected on steel and concrete pilings.

The Southampton Shoals light, similar in construction to the second Oakland station, began operation in 1905. This "house on the Bay" developed stability problems for a different reason — the sandy bottom

periodically eroded away from the legs. A thousand tons of rock dumped around its base helped solve the problem. The Carquinez Strait light, which was also a grand "house" was constructed at the end of a 900-ft pier. Both the light and pier of this station rested upon wood pilings which, since they stood in predominantly fresh water, were not effected by teredoes. Its first light shone in 1910.

Certainly one of the most ambitious lighthouse projects undertaken in the Bay Area was the construction of the Mile Rocks light outside the entrance to the Golden Gate. In 1889, the U.S. Lighthouse Service had installed a buoy near the outcropping of rocks, but the rain-swollen ebb tides of winter were sometimes strong enough to drag the beacon completely underwater. The Lighthouse Board again recommended that some sort of permanent station be erected, but again, funds were slow in appearing, and this time it took a full-blown tragedy to get the ball rolling. On February 22, 1901, in a thick fog, the liner *Rio De Janeiro* ripped her bottom out on Fort Point Ledge and went down with 115 of her 195 passengers. It was the worst shipwreck in the history of San Francisco.

The contract for construction of the Mile Rocks Lighthouse went to James McMahon, who proceeded to round up a crew of skilled workmen and sail out to the worksite. As soon as the men saw the wind and wave-swept chunk of rock, however, the reaction was universal — they all quit. It only took McMahon a little while to figure out where to find men better suited (read "crazy enough") to work on the project. He went down to the Embarcadero and hired a crew of sailors.



Work began in September of 1904.

The weather caused many delays and the slippery rock accounted for many unsched-





Left, Bonita's second order Fresnel stands about 8 feet tall. Above, the stump of Mile Rock. The top is now a helicopter pad.

uled swims, but eventually the top of the rock was blasted off level and construction of the 4-foot thick, steel-clad walls began. When the structure was finally complete in 1906, it stood an impressive 78 feet high, was every bit as impenetrable as the rock on which it stood and, in the words of historian Ralph Shanks, was "one of the two greatest lighthouses in California's history".

Life in the lighthouses was not always all romantic literature might have us believe. In outlying stations like Point Bonita, island stations like Yerba Buena and Angel Island and remote stations like the Farallones, the lives of the keepers and their families were often ones of isolation, make do and wait for the supply ship, which called every quarter to bring supplies, mail and the keeper's pay-check (which amounted to about \$600 a year in the earlier years). To get into town, even the Point Bonita keeper was faced with having to hire a boat for \$5 — freight extra — or to make the many-hour trek over the mountains into Sausalito.

But if there ever was a "can do" profession, it had to be lighthouse keeping. One of the keepers of the Yerba Buena station taught his three daughters to sail, and they went to and from school in San Francisco in a small sloop. (East Brother, the Farallones, Point Bonita and some of the other stations actually brought teachers in for part of the

LIGHTHOUSES

year.) Juliet Nichols, keeper of the Angel Island light/fog station once pounded the fog bell with a hammer at the prescribed intervals for more than 20 hours when the mechanical striker failed in 1906. When Royal Beeman, 11-year old son of the Farallone's lightkeeper became desperately ill in 1898, before the days of radio, the only recourse open to his father and the assistant keeper was to row the boy to medical help in San Francisco in the station's 14-ft Whitehall dory. In probably the ultimate example of the skill, courage and determination of the lighthouse keepers, they somehow made it to the city through 20-odd miles of winter-storm-swept seas, although the boy later died. Ironically, the very next year, the lightship stationed at the halfway point made history by transmitting the first wireless radio message.

Though their actions could not save the Beeman boy, these and other lighthouse keepers were instrumental in saving the lives of countless other unfortunate souls who found themselves at the mercy of the rugged coastline. Stories abound of heroic rescues by the keepers, either in concert with the pre-Coast Guard lifesaving stations that dotted the cliffs and beaches, or by themselves. One of the most famous of all keepers was James Rankin, who was credited with personally saving the lives of 18 people during his 41-year tenure at Fort Point. By alerting the lifesaving stations with short, quick bursts of the foghorn, he indirectly helped save many more.

Yerba Buena, one of the Bay's best preserved lighthouses.



In addition to tending the lights and related duties, keepers and their families performed housekeeping duties, tended gardens where possible, painted, read, did fancy rope-work or cultivated other pursuits to pass the long hours. Among the least popular chores around the stations had to be the bookkeeping. Though few wickies made long entries in their logs, however, the keeper of the Lime Point station had to be about the least wordy of the lot. His entries for the middle week of April 1906, read as follows:

16 April	New gate valve installed.
17 April	Whitewashing walls.
18 April	Earthquake, 5:20 a.m.
19 April	S.F. on fire.
20 April	Earthquake, S.F. on fire
21 April	" " "
22 April	Whitewashing walls

As a tribute to their solid construction, Bay Area lighthouses sustained only minor damage from the famous tremor and the keepers continued to wind their clockworks, stoke their steam whistles, light their lamps and yes, to whitewash while the city by the Bay tried to resurrect itself from the rubble of the nearly-levelled city.

Other forces, both natural and manmade, were more influential. The growing prison on Alcatraz obscured the light and necessi-

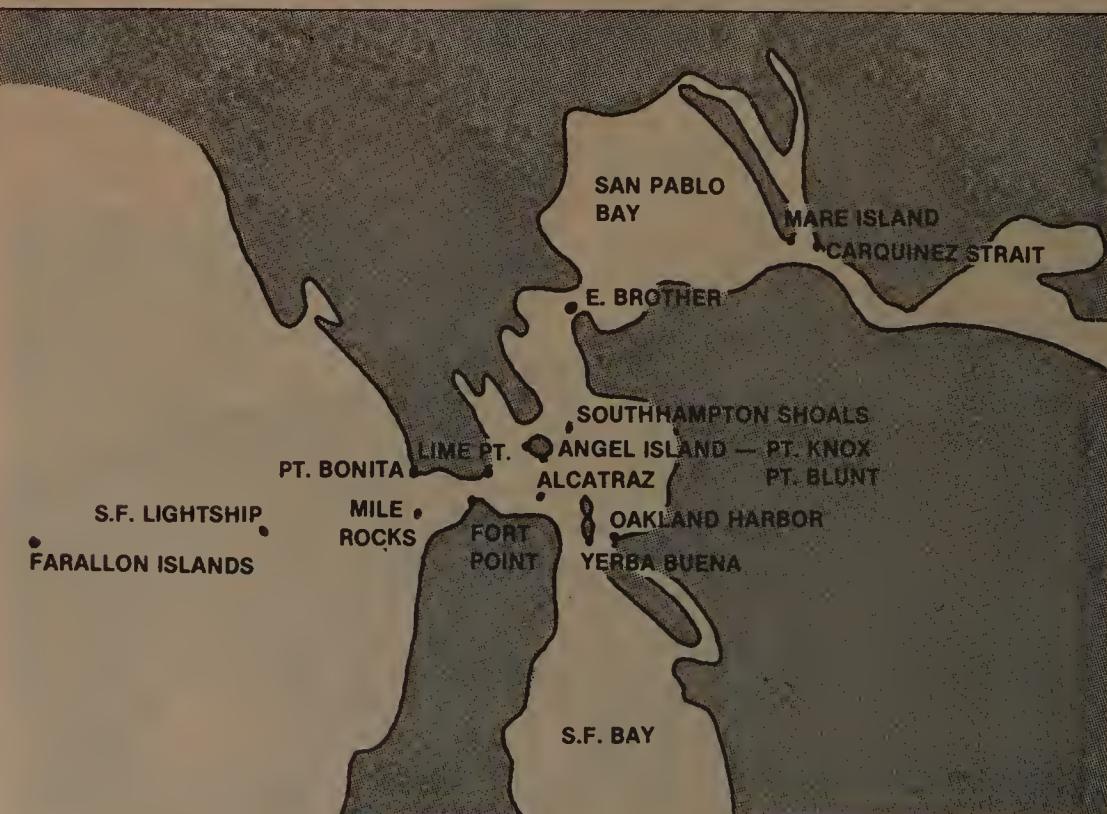
tated the erection of the taller structure that stands today. Point Bonita, on the other hand, had to be moved down to its present position so it was easier to see in fog. The Mare Island light was discontinued and eventually razed when the new Carquinez light made it largely unnecessary.

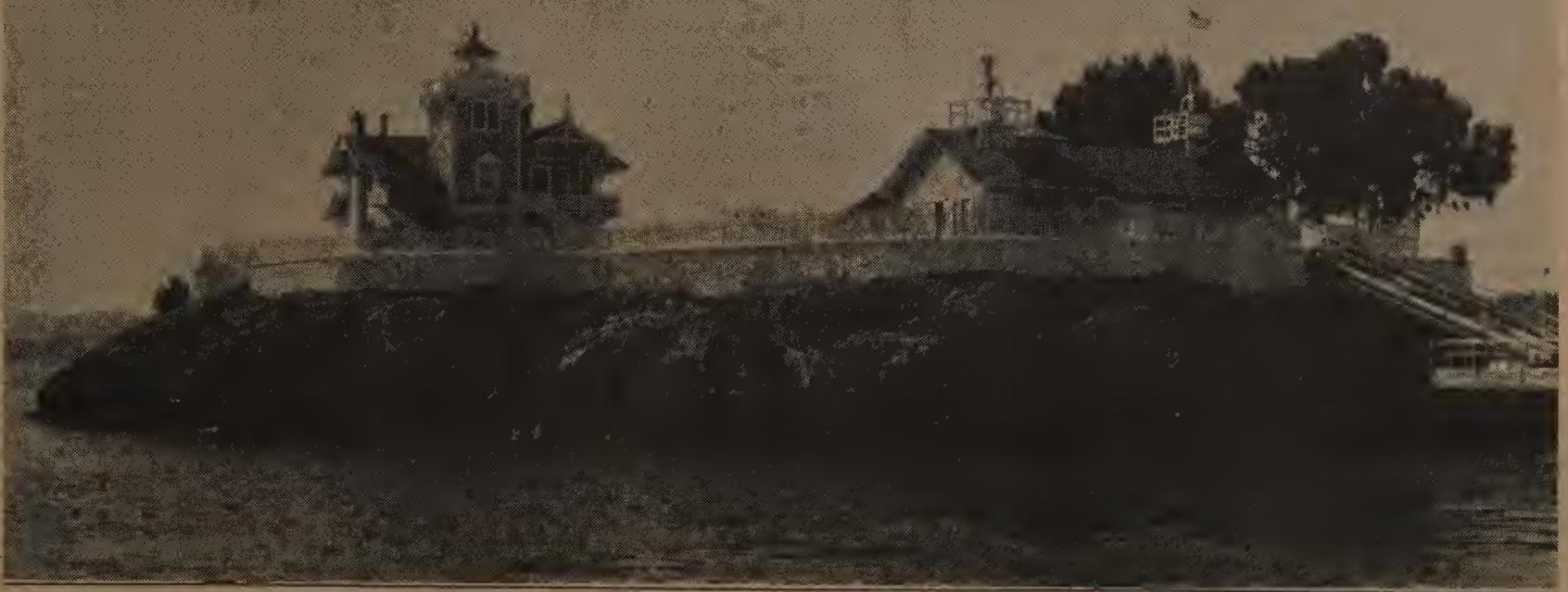
The construction of the Golden Gate Bridge in the middle 1930's spelled the end of Fort Point, which it obscured. The construction of Treasure Island in the '20's and the Oakland Bay Bridge in 1936 stole some of the thunder from the Yerba Buena light, although the establishment of a buoy and lighthouse tending base right around the eastern corner from the light reaffirmed the importance of the island.

By far the largest threat to the lighthouses of the Bay or anywhere else, though, was automation. What storms, illness and fog could not do, automation did — put lighthouse keepers and many lighthouses out of service.

The Yerba Buena light was one of the first to fall to "progress" in 1959, and Point Bonita, in the 70's, one of the last. There are no manned stations anywhere on the West Coast any more. Periodic maintenance — lens cleaning, painting and so on, are now performed by the Coast Guard, which took over this responsibility in 1939.

Some stations survived the transition to





Above, East Brother is now a bed and breakfast inn. Below, the Oakland Harbor Lighthouse before it became Quinn's restaurant.

automation gracefully, some didn't. Mile Rocks, that stately, imposing structure that took so much work to build, was "cut off at the knees" to form the squat, homely mushroom of today. The Farallones light tower suffered a similar fate. The lighthouse at Point Knox on Angel Island was razed and Lime Point might as well have been. All that remains there today is the graffiti-splotched fog signal building. The Carquinez Strait, Oakland Bay and Southampton Shoals lighthouses were removed completely — though not destroyed — to make way for their robot descendants.

Today, happily, many of the West Coast lighthouses are in various stages of restoration and almost all have been protected from further deterioration and vandalism. The Oakland Harbor station was lifted bodily off its pilings and deposited near Government Island in Alameda, where it is now L.J.

Quinn's Lighthouse Restaurant. In a similar manner, two huge cranes lifted the Southampton Shoals light off its old base and repositioned it on Tinsley Island, about ten miles from Stockton in the San Joaquin River, where it now serves as the summer clubhouse for the St. Francis YC. The Carquinez Strait structure now serves as the Glen Cove Yacht Harbor building in Elliot Cove. The beautifully maintained Yerba Buena facility now serves as home to the Commander of the 12th Coast Guard District.

Although a few have been lost, most of the exquisite brass and glass Fresnel lenses that have been removed have ended up either in museums, like those at Treasure Island and Alcatraz, or have gone into service at other lights. The original Alcatraz

lens, for example, currently lights the way for mariners at Cape St. Elias in Alaska.

East Brother Light is now a unique bed and breakfast inn. Fort Point, although the light no longer operates, can be seen as part of the Fort Scott tour. Point Bonita, whose electric light still shines through its second order Fresnel lens, has only recently been reopened to public tours.

Probably the most visible banner carrier for the continuation of all this activity is Alameda's Wayne Wheeler, the tall, thick-bearded president of the recently formed U.S. Lighthouse Society. Wheeler's mind is a treasure trove of lighthouse history, anecdotes and tradition; his office, a menagerie of lighthouse photos, flags, memorabilia, books and models. He has written articles about lighthouses, lectures regularly and will talk enthusiastically for hours about any or all aspects of the subject. And he is being heard.

"People contact me from all over," he says, "from Utah, Kentucky . . . A guy from Utah sent me \$20 a while back. I sent it back with a note informing him that, at the time, I had no way of using the money. He sent me back a note saying, 'I don't care when or how you use it. Yours is a great cause.' And he enclosed \$40!"

If Wheeler and the already 900-member Society have any say in the matter, the future looks even rosier for the sentinels of the Pacific. Plans call for historically correct — down to analysing old paint chips for color — restoration of stations to their original operating conditions, reinstallation of Fresnel lenses in towers from which they've been removed, and most of all, the relegation of lighthouses into their proper place in history.

Wheeler "can't fault" the Coast Guard for ending the tradition of staffed lighthouses, and no one can deny that the modern facilities are as efficient as their predecessors. They're just not much to look at . . .

— *latitude 38* — jr



OFFICIAL U.S. COAST GUARD PHOTO

EQUATORIAL CHALLENGER:

After the molasses-like Colon bureaucracy, the open space and fresh breeze of the Gulf of Panama had a therapeutic effect. We — the infernal cat Cardinal Virtue and myself — had everything aboard that would be necessary for 90 days of lean-



While beating my brains to weather it's hard to remember being with Krystyna in Australia on the first leg of the trip.

ing into the tradewinds. These winds, in fact, were all that stood in the way of our completing the circumnavigation — and thus allowing us to return home to San Francisco.

As had been the case with the start of the previous three legs, *Nord IV* was loaded down with boxes of weekly supplies. Each box contained food, a set of clothing, matches, a roll of paper towels, and some other goodies. In the boat's water tanks were 60 gallons of water. There was plenty of alcohol for the stove, and boxes of Friskies for my furry little friend.

As I pulled out the charts and light lists for the region I would cover, I was pleased to note that I had used them once before, about 300 days ago at the start of my trip. Using these charts again meant I would soon be completing my circumnavigation. I would do it in less than a year, certainly not a bad time for a singlehander in a small boat. But I had no time to waste, for I would just make it in less than a year, and I did not want to fail on that promise I had made to Ericson Yachts, the company that had so graciously donated my Ericson 30+ for the trip.

So with the pale hills of remote Panama fading into the distance behind my transom, my little sloop was once again voyaging in Pacific waters. Before us lay the Galapagos Islands. "It will take you between two weeks

and an eternity to pass that archipelago," I was assured by the patrons of the Balboa YC bar. And who was I to doubt them? From the way they navigated their olives through the rough waters of their morning cocktails, I had to believe they knew of what they spoke.

As we sailed along, a huge pancake-like manta jumps from the surface of the Pacific. A while later weary pelican retires atop *Nord IV*'s cabintop — at least until Cardinal Virtue takes notice. Heavy clouds approach in the distance, certainly bringing rain with them.

These qualities and the langorous pace call to mind some chapters of *Desperate Voyage*, one of the most fantastic books I have ever read. It was written by John Caldwell, a madcap American mariner stuck in Panama during the last war. The man's recent bride, Mary, was in Australia, and he — as the title of the book suggests — was desperate to go see her.

Deterred by neither his lack of sailing experience nor the great distance to the faraway continent, Caldwell bought a 25-ft wreck of a sailboat in Balboa, named her *Pagan*, and took off in the direction of his ardor.

The eventual publisher of Caldwell's masterpiece about the experience claimed it had been written by "the world's worst sailor". This was just a sales gimmick, because there are so many candidates for such a distinguished title. However Caldwell did have some heart-chilling adventures and made some terrible mistakes on the ocean. Indeed he finally lost *Pagan*. But when he wrote about the ocean . . . well, he could melt every sailor's heart. And this comes from me, a guy who once said, "I'd rather cut my palm off than write like Ernest Hemingway."

As we sail along, I write in my log — one side of page which is for normal log entries, the other side of which is for doodles and idle thoughts — that "I am also sailing to my Mary". Of course I am speaking of my wife Krystyna back in Montara, the Official Secretary and Good Ghost of the expedition. *Nord IV*'s log, incidentally, is already 270 pages long.

My little sailboat is running to the west in strong winds, diving slowly to the Equator. As such we are passing through infamous waters, well-known for calms followed by strong blows, by tropical rains and confusing

currents. My hero Caldwell's *Pagan* spent several weeks drifting through this 900-mile distance. But I was "born on Sunday", March 1, 1936, if you must know, so I am lucky and able to scoff at the Balboa YC bar tacticians as well as the Pilot Charts. Just nine days out of Colon, I am leaving the Galapagos Islands behind.

I also leave behind what I call "an independent union of electric power stations and all the world's waterfalls". This is not well put, but what I mean is that I've just sailed out of endless lightning and thunder storms as well as torrential rains. Why none of the thunderbolts hit *Nord IV*'s aluminum mast — converting our cozy little boat into an electric chair for two — is one of the major unsolved mysteries of the entire trip.

A few days later I have proof that my swift progress is not some illusion. The British container carrier, *ATC 4*, meets me two days

Urbanczyk



COMPLETING THE CIRCLE

and 250 miles past the Galapagos to confirm my position.

Excerpts from my log at this period reveal the variety of philosophical wonderments swirling through my mind:

- "I am never writing about technical subjects, I have no time for it nor space in my logbook."

- "From the white wings of a seabird, our boat must appear as another comrade in their endless oceanic wanderings."

- "How can't I love the woman who for me, a 48-year old man, got not warm drawers or a box of cookies for my oceanic birthday, but a Japanese kite!"

And, • "Where did the myth about long, smooth oceanic waves come from! Here the

ocean's surface is rough, choppy and almost boiling."

In opposition to what is presented in the Pilot Charts and Passages of the World, *Nord IV* has been able to sail north — not south — of the Galapagos. A careful analysis of the weather situation allowed us to do this — and therefore to save a couple of days.

For a short while, however, we dipped beneath the Equator before coming back north of it again. Basically it's been a full year since we've been in the northern hemisphere. This recent criss-crossing of the Equator has not been too bad, and by no means anything like my experiment in the Atlantic calms where I deliberately sought to sail "with the sun directly over my head". That was nightmare.

While in this region we made an interest-

ing discovery. With extensive use of the Star-Trac SatNav, we discovered that there is now a strong current flowing from north to south. This is in conflict with the well-known — maybe to even teenagers — Equatorial Current and Equatorial Countercurrent —

"It will take between two weeks and an eternity to pass that archipelago," they told me.

both of which run in a horizontal direction. So we sweat, we crawl, and finally we pass out of the area.

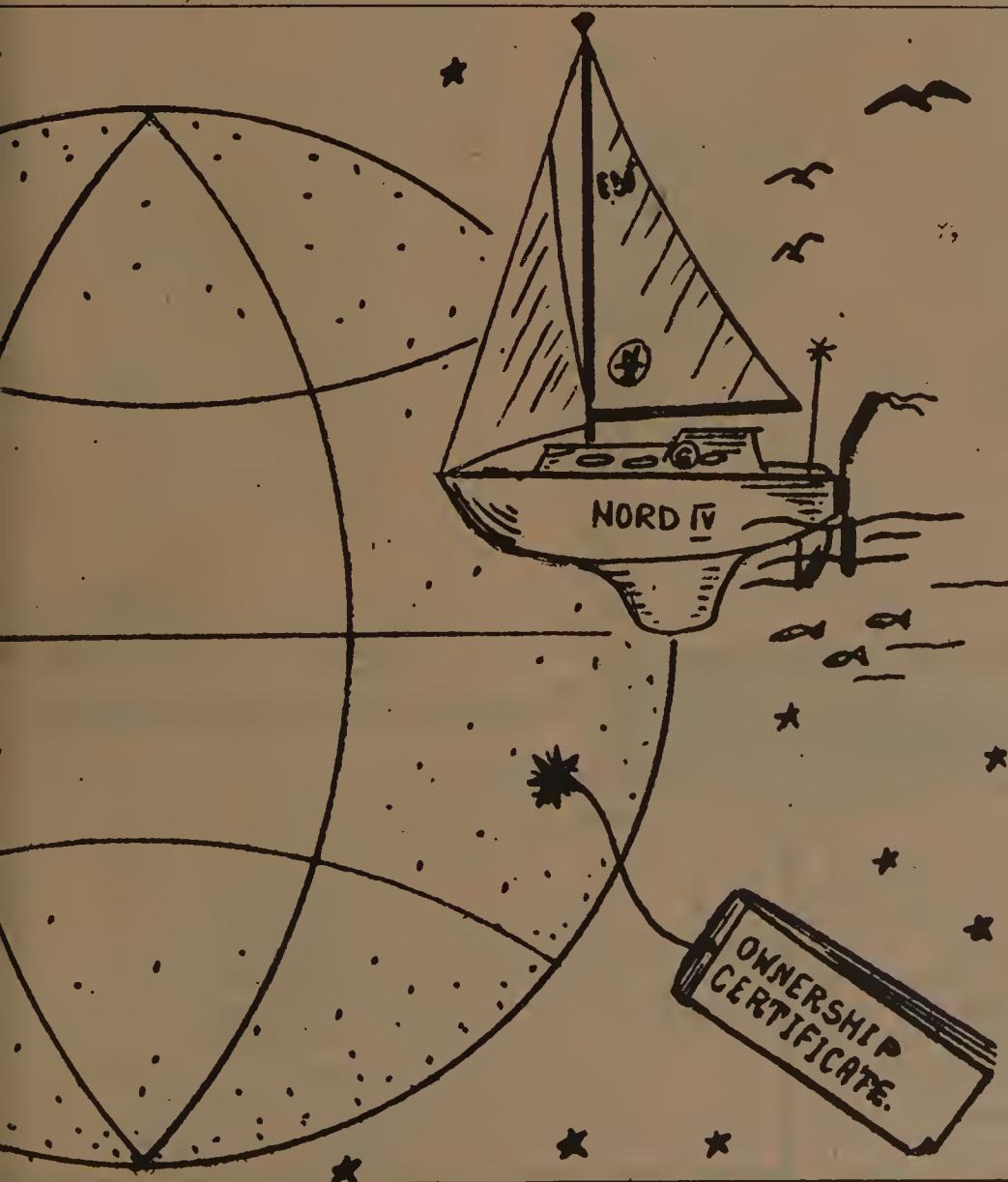
This was only typical of this final leg, for in general I underestimated the difficulty of *Nord IV*'s leg from Panama to San Francisco. In fact it's very similar to the way I underestimated my first solo sail, seven years ago, from Los Angeles to San Francisco. Because of the furious blows from the California hills, because of the tireless force of the adverse, because of the opposite winds, because of all this it took me ten days to cover the 400 miles. Of course I had no self-steer, no RDF, and no (remember, this is Andrew) radio. Is it true that nobody else was so crazy before and I am the first madcap to make the trip solo? [Editor's note: No.]

Anyway, my anticipated happy conclusion to the circumnavigation was a bit on the bitter side. The northeast trades were stronger than normal this year, was bad enough. But they also had a more northerly component to them, meaning *Nord IV* had to sail directly into them. So I made a long loop against the trades and the California current which worked against me 24 hours of every day. Day and night the boat, Cardinal Virtue and I were sawing forward, jumping up and down, up and down, up and down in the face of the choppy waves. In my log I wrote, "There is no relief while sailing against the wind. It is like life on a motorized swing, operated by a crazy devil in an amusement park that never closes."

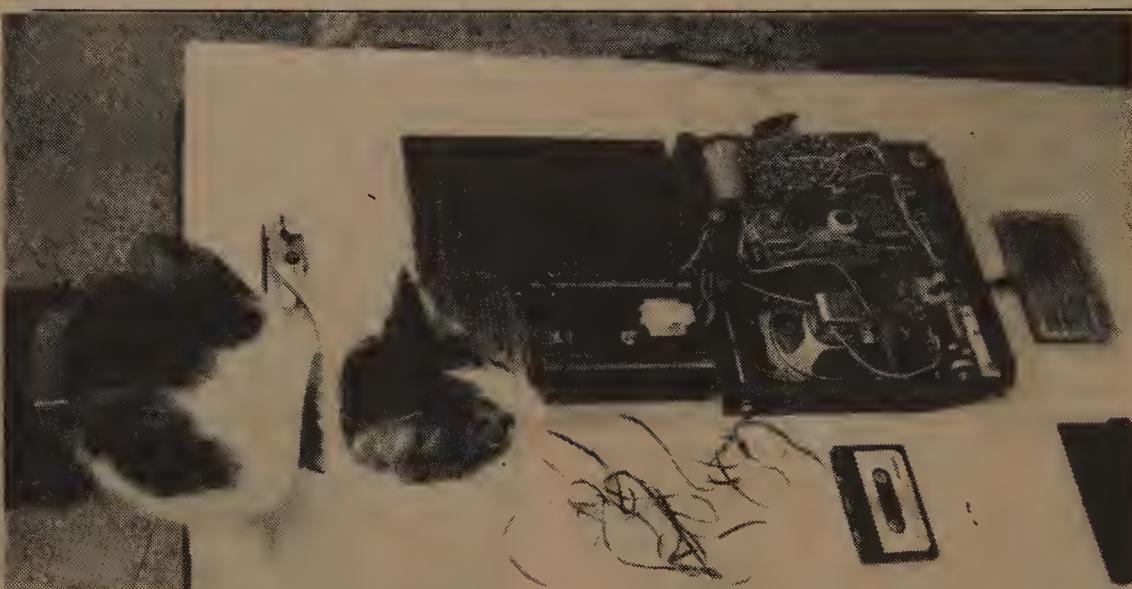
But later I must have become somewhat affectionate toward the abuse. I wrote, "There is a kind of beauty and grace in the challenge of sailing against the wind."

Shook like an old can of Campbell's soup before use, I became dizzy, tired, and

After finishing the circumnavigation I experienced a funny sense of owning the ocean.



EQUATORIAL CHALLENGER



reduced myself to the most basic activities. I worked and I relaxed. I ate and I slept. For days at a time I hung onto hand-grips; it reminded me of the cable cars in San Francisco. Half-crazy sometimes, I yelled out: "Wie fahren nach San Francisco, und haben ein pech am bord . . ." It's an old German chant from the XIX century.

This indeed was the 'route of truth'. Like a bicycle race when the competitor pedals along, not able to 'draft' behind any other cyclists. Oh yes, against the wind, against the current, up and down, up and down, day and night. There was noise, fury, and water everywhere. During these hard days I once again blessed my Gianola & Sons dodger. I simply can't imagine what it would have been like to sail into such streams of water without such protection. Thus the following slogan — which I hope to patent — was created: "A dodger on a boat is not a sign that her crew is aging, it's a sign of prudence."

My friends, it was hard. Sometimes it was hell. Alain Colas, the superb French sailor who was lost several years ago during a multihull race, says this in his book, *Around the*

During the circumnavigation, Cardinal Virtue did the troubleshooting on electronics.

World For Victory: "Fucked ocean. Always when you are in a hurry you are screwed by this fucking wind . . .". Colas was once part of Eric Taberly's crew on *Pen Duick IV* on a proposed trip from Panama to San Francisco. They only made it to San Diego.

As I am about to close the circle on my circumnavigation, I am faced with a peculiar dilemma. If I head more to the north — meaning closer to my home in San Francisco — it will take me longer to recross my original outbound line which signifies the completion of my circumnavigation. It also slows my average speed down, and I am determined to average 100 miles a day for the entire circumnavigation. I can complete the solo route faster if I head more east, but that takes me farther away from my home, San Francisco. And only big executives in fancy offices think they face difficult dilemmas.

I choose something of a middle course, and led by my unfailing Monitor self-steering vane, *Nord IV* continues to sail forward. My

typewriter no longer clatters. The strings of my guitar have started to rust. Fancy meals in the cabin have given way to meals eaten directly from the can out in the cockpit. It is tough, but the boat, *Cardinal Virtue* and I are tough also. In the log I write, "I don't wish to sail an Ericson 30+ in cyclones, but if I could put her original taller mast back on and remove everything from the interior but the chart table and food, I'm sure we could amaze people in a race like the OSTAR."

It was a hazy day, May 29, 1984, to be exact, that *Nord IV*, her skipper, and her cat crossed our still-warm outbound track. And that cloud and wind-strewn day we had finished our circumnavigation of the world, covering 25,000 miles in 359 days — including all the stays in harbors. Sailing time was 230 days. During the trip we maintained an average speed of 190 miles per day — not bad for a singlehander with a 6-foot shorter than normal mast and skipper inclined to spend more time with his typewriter and camera.

How did I feel on this dramatic, crucial day in my life? Well, first I must tell you that I don't consider a solo-circumnavigation as any special kind of achievement. I can't read — without a sense of deep irony — people who write that such things are their "victory" or "ultimate achievement" in life. Nor can I take seriously those journalists who say the solo circumnavigation is "the fulfillment of Andrew's life".

But . . . but there was a very special feeling under my wet clothes, a feeling that having sailed alone around the world and seeing the endless ocean, I in a sense own them forever. This feeling is, of course, not very serious, but very delicate. It is also real and pleasant.

— andrew urbanczyk

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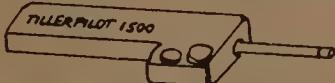
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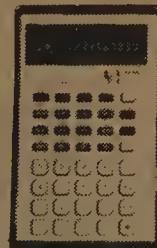
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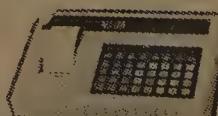


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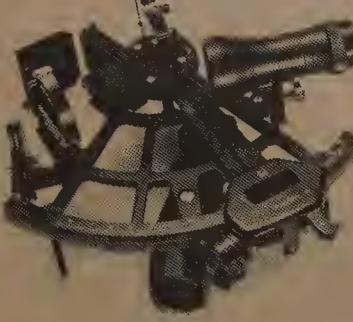
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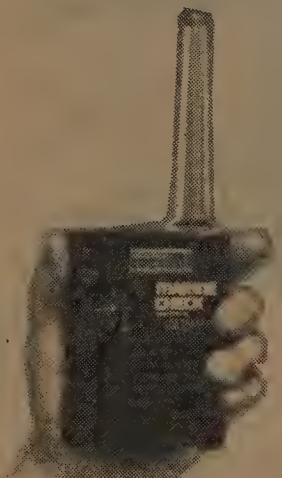
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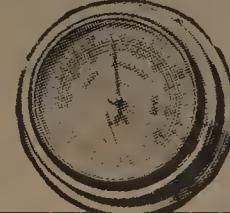
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LA FILLE

The stories of a boat and its owner are sometimes so intricately intermeshed that it is impossible to tell one without the other. Such is the case with James Luxton and *La Fille D'Or*, his 58-ft Herreshoff ketch now slipped in Sausalito.

In one sense, *La Fille* is the culmination and the distillation of Luxton's years of sailing, his reading and talking boats, and his deep admiration for the designs of L. Francis Herreshoff. In another, the boat is the embodiment of cruising philosophies: It must be both efficient and appealing; form and func-

daysailor berthed in Cowes. With 6 1/4 feet of draft and only 8 feet of beam, the boat "was completely unsuitable for cruising" says Luxton, but she was beautiful and he was happy and so he cruised her anyway. He named the boat *Solon*, after the Greek lawmaker, and took her through the French canals. "We ran aground so many times," he says, "that we arrived in the Med with no anti-fouling left on the bottom".

Whangeri, New Zealand.

From what transpired there in the next two years, *La Fille*'s name might well have been



James Luxton and Janet Prince.

tion must be on a par. In still another, and perhaps the most important sense, *La Fille* is Luxton's version of the realization of every boater's dream — to build the ultimate boat and sail it to faraway places.

Luxton's introduction to boating began on the waters of his native Melbourne, Australia (located, incidentally, at about latitude 38 south). As a boy, he learned to sail in Sabots and later became proficient in Finns, Moths and other small sailing dinghys. Then, for a while, more landbound pursuits took precedence. He went to school, graduated and became a successful — at least in the financial sense — attorney. But, he recalls, there was something wrong: something missing in his life.

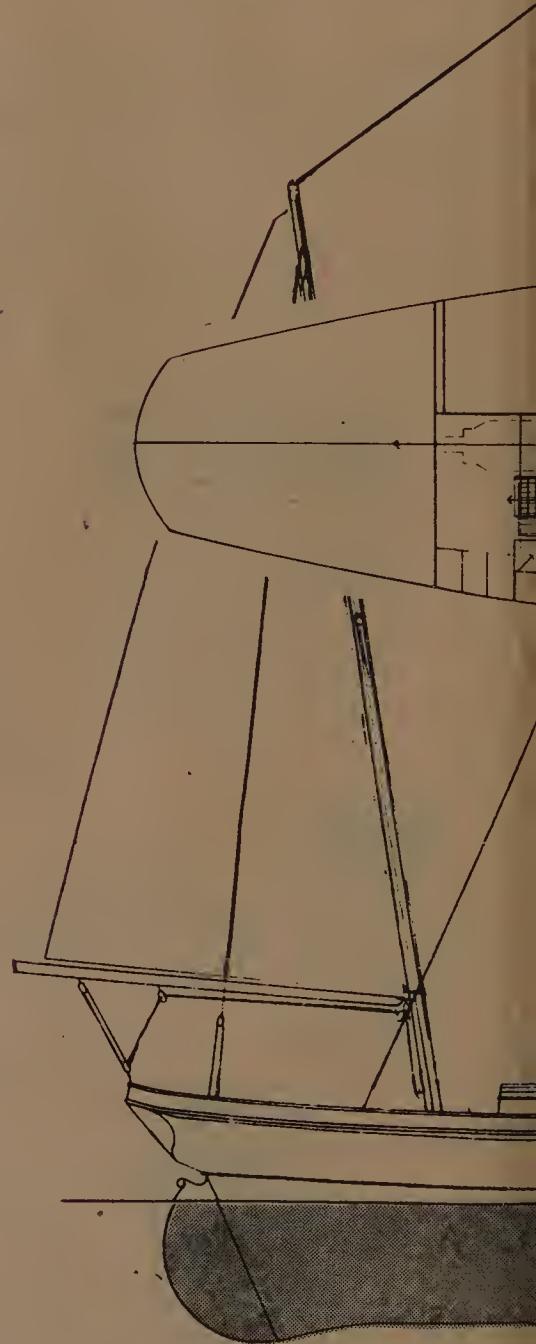
To see if he could find it, he and his wife went to England for a holiday. Luxton bought a Ferrari "and drove around at high speed" for a few weeks eventually ending up back in London, in a restaurant in the West End, where he "got really smashed and depressed".

It's a good thing the next stop was the Isle of Wight, for before he knew it, the car had been sent back to Australia to be sold and he was the proud owner of an old, 37-ft English

The Luxtons planned to sell *Solon* in Mallorca and return to Australia. Instead, Mallorca became their base for the next 4 1/2 years. Before they left the island (located off Spain's southeastern coast) for points west in another boat, the tanned, bearded soft-spoken traveler remembers coming upon a derelict in the harbor whose sultry lines he admired.

"My wife incorrectly translated the name to mean 'golden girl,'" Luxton says. It turned out to really mean 'thread of gold', but 'golden girl' stuck in his mind and attached itself to the growing dream of someday, some way, building his ultimate cruising boat.

Meanwhile, *Pirana* was a good teacher. The couple sailed the Carol Ketch (a larger version of John Hanna's Tahiti Ketch) across the Atlantic to Barbados. There they met another cruiser who told them about a boatyard in New Zealand where they still took pride in building wooden boats that would last. More food for thought, at least for Luxton. His wife had tired of the life. When they finally sold *Pirana*, "she went one direction; I went the other," says Luxton. He went to see Ray Roberts at Orams Boatyard in



Serendipity. In addition to being a reputable, capable yard, Orams was close to his home in Australia and his aging parents. The prices

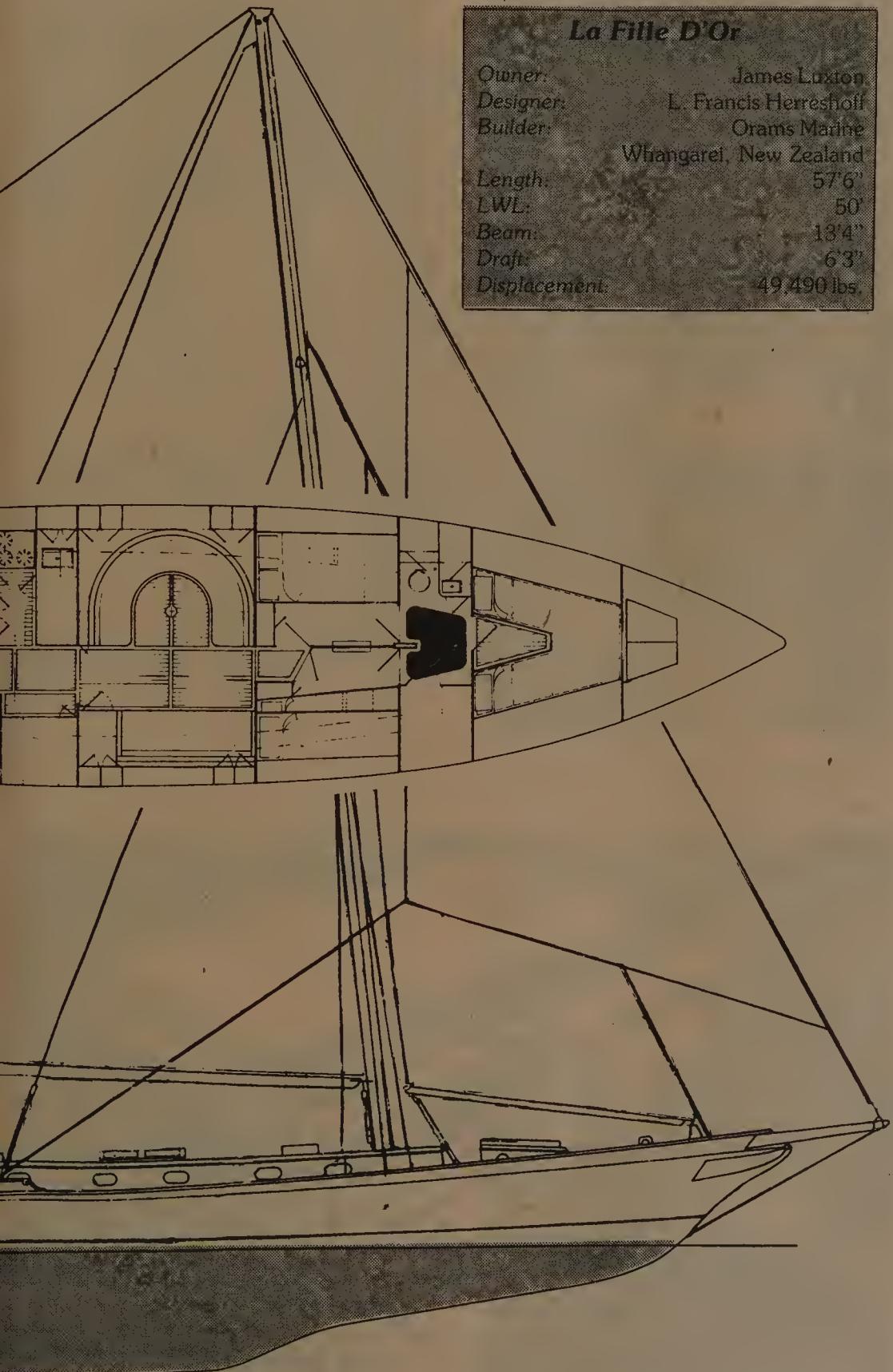
were reasonable and the yard allowed owners to work on their own boats. The craftsmen who worked there all owned boats

and knew what worked and what didn't when it came to building boats. As an added bonus, Luxton was able to draw from the extensive cruising knowledge of Eric Hiscock, who was in the final stages of construction of *Wanderer V*.

Luxton arrived at the yard with a design, a standard (the best), a design (L. Francis Herreshoff's *Bounty*) "and no idea how I was going to make it all work".

"A lot of designers would look at us with a fair amount of horror because we went from a set of drawings we found at the yard," says Luxton. The first step then was to have Alan Orams make a few adjustments in the design to accommodate handling and comfort.

From here, the story takes on a few of the overtones of the Phil Long/Whitehawk tale. (In the late 1970's, Long, of Camden, Maine, and designer Bruce King, of Newport Beach, collaborated on the design and construction of the 92-ft ketch *Whitehawk*, which was basically an enlarged version of



Although 'La Fille' can sleep up to eight, two people can sail her.

Herreshoff's *Ticonderoga*. Long and King went on to create the 90-ft maxi-sloop *Whitefin*, launched only last year). Although the surgery on the *La Fille* design was not as radical as that done on *Whitehawk* (which had a contemporary underbody), Alan Orams did tweek the *Bounty* design here

and there to achieve better performance and comfort.

For example, the Bounty's generally have quite a bit of weather helm. To offset this, Orams ran the aft end of the keel down a few inches. (It's parallel to the waterline in *Bounty*). He also shortened the main boom and



cut about six feet out of the mainsail. These changes completely removed any weather helm from the boat, reports Luxton. The rig modifications also make the main easier to handle and achieve shape in, and reduce its interference with the mizzen.

Other subtle and imperceptible changes Orams made ("To notice," he says, "you would need an original Bounty alongside") were removing some of the hollow from the forward lines to give the boat more interior room, and adding about four inches to the topsides, which also makes her roomier below and drier above.

Luxton enlisted Noel Barrott of the Royal Arakana Yacht Club (who, with his wife, received the Blue Water Cruising Medal for circumnavigating in a boat he built himself) to oversee construction and make sure the only corners cut were those specified in the drawings — at least what drawings there were. "Noel was sort of pissed that people could get a boat like this together without proper drawings," Luxton remembers.

The next big step in the unorthodox progression of things came during the hull layup

when Luxton accepted an invitation to go lobster diving with the friend of a friend. "What the guy really needed was another



Deck hardware, left, is mostly bronze. Spotless bilges, above, reflect attention to detail throughout the boat. Below, the galley.



pair of hands to lift the heavy inflatable," Luxton says and smiles. "The big mistake he made was to leave me alone in the boat with his girlfriend and the dog."

Within weeks of their meeting, the girl, Janet Prince, had left the boyfriend and her ten-year job as a graphic artist with a New Zealand architectural firm to work full time on the *La Fille* project.

"I bought her a set of 20 curves and put her to designing the interior," says Luxton, which made doubters at the yard even more dubious than they already were. "When all these drawings started appearing, though," he says, "they were pretty impressed." In the end, the construction of the 58-ft ketch was based on only five sheets of drawings (with virtually no joinery detail), numerous lunchtime bull sessions — no women allowed — and weekly conferences.

"Friday evenings, they'd go out and get a couple of cases of beer, have a few drinks and go at me," Luxton says. The result, after 23 months, or about 24,000 hours, was what one New Zealand magazine called "one of the most superb examples of New Zealand timber boatbuilding," and what James Luxton and Janet Prince called *La Fille D'Or* — the golden girl.

The hull was cold molded (a construction technique also reminiscent of *Whitehawk*) of four layers of 8mm kauri wood, a hard-as-oak yet easy to work native

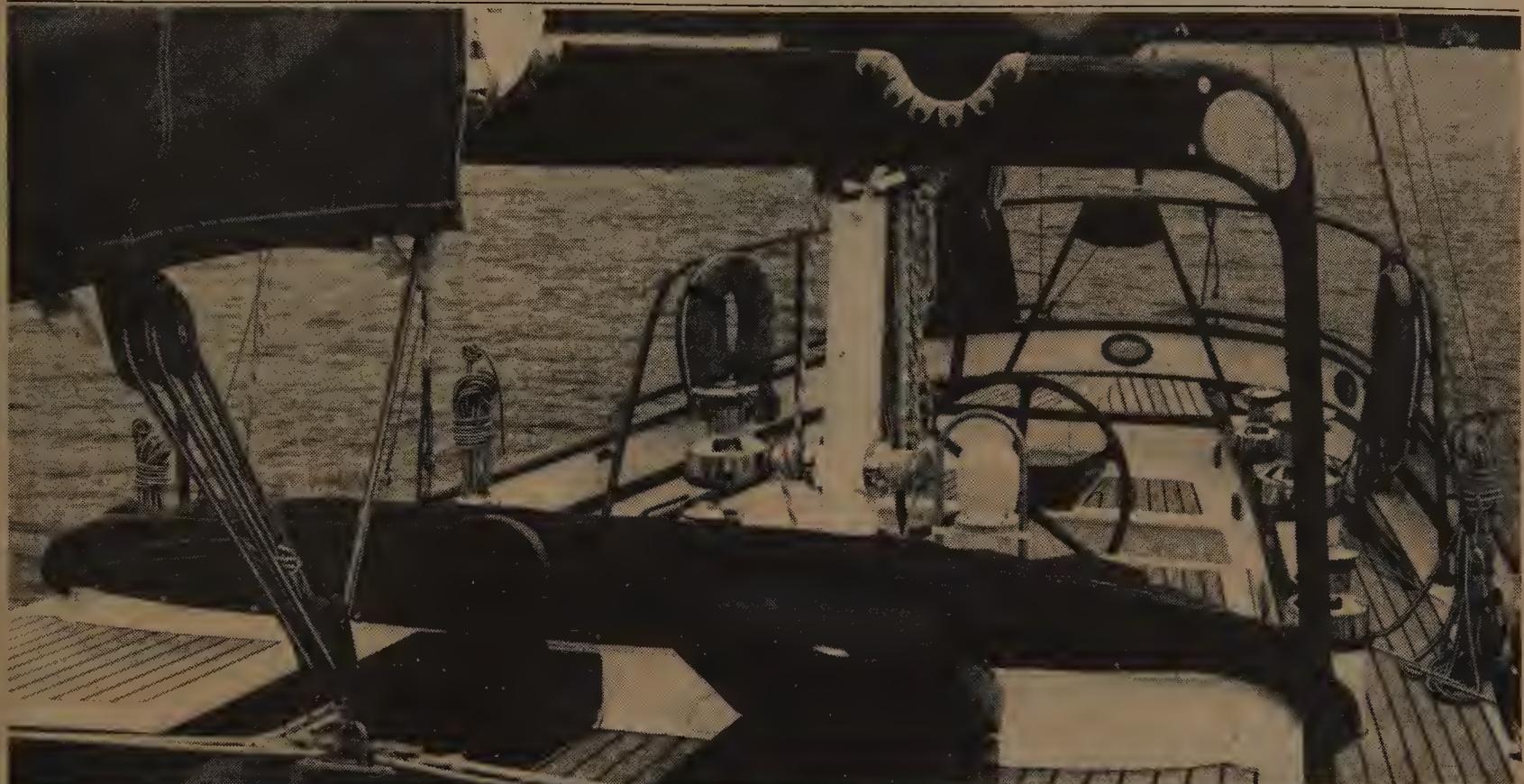
New Zealand wood that many boatbuilders consider to be the best boatbuilding wood of them all. (Admiral Nelson reportedly used

means of $2\frac{3}{4}$ -inch monel bolts.

The decks are $\frac{1}{2}$ -inch marine ply overlaid on top with $\frac{3}{4}$ -inch teak. White formi-

needs painting and that contrasts nicely with the kauri deck beams and interior mahogany.

Speaking of painting, quite a few gallons of resin, paint, varnish and sweat



kauri in the construction of the *Victory* because cannonballs tended to bounce off of anything built of it). Interior support is supplied by $1\frac{1}{2}$ by $1\frac{3}{4}$ -inch stringers on $15\frac{1}{2}$ -inch centers and 3-inch square laminated frames on 20-inch centers. The floors are 3 by 12-inch hardwood on 20-inch centers (12-inch centers in way of the mast), and the mast step is $5\frac{1}{2}$ by 12-inch hardwood. All other structural members, including the laminated stem and keelson, are kauri. *La Fille* exceeds Lloyd's standards in all aspects of construction (and, we suspect, closely approaches *Iowa*-class battleship specs).

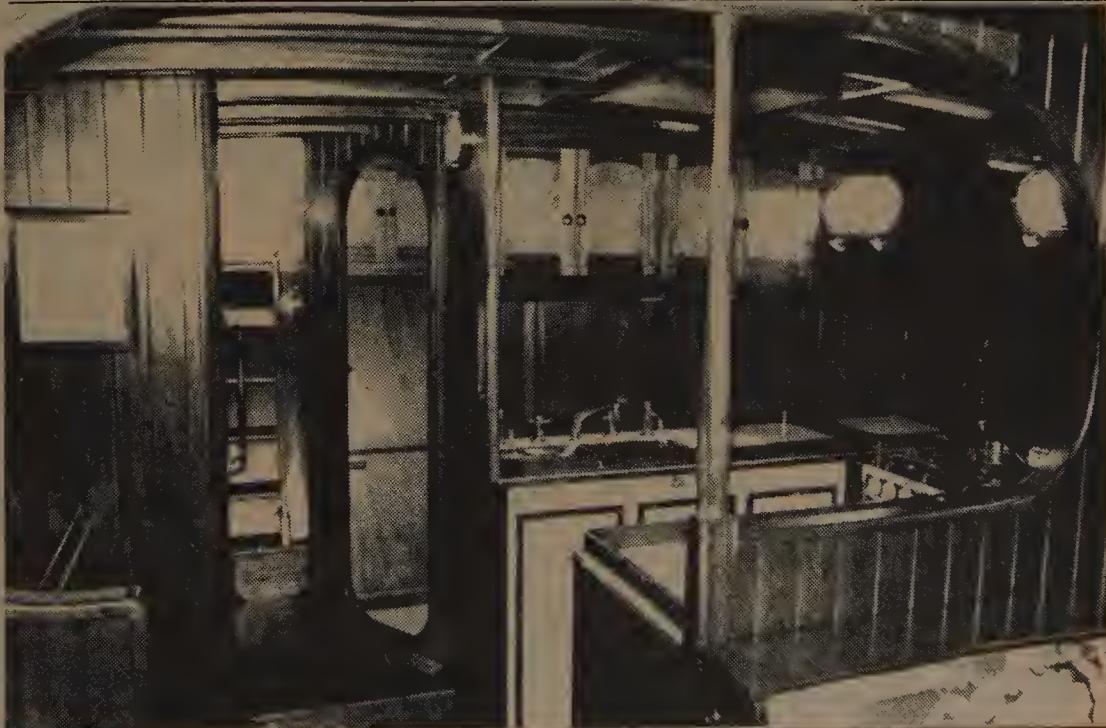
La Fille's keel is another interesting feature. Being a bolt-on, it, too, was a departure from the original *Bounty* system. In keeping with the rest of the boat though, "golden girl's" keel is not just a big blob of lead screwed to the bottom of the hull. It is constructed of steel plate — $1\frac{1}{2}$ inches thick along the bottom to minimize grounding damage — and holds not only the 14,800 pounds of lead ballast, but two integral fuel tanks. Their 240-gallon capacity is enough, under normal conditions, for a year's worth of cruising. The keel attaches to the hull by

Teak decks, bronze hardware and bright-finished wood hatches add finishing touches topsides.

ca has been bonded to the underside of the deck in the main salon area. This makes for a light, easily-cleaned overhead that never

went into *La Fille*'s hull before it was completed. The outside of the hull was finished off with a coating of 8-ounce fiberglass and

The view looking aft from the main salon. That's the galley to the right.



LA FILLE

three coatings of resin loaded with microballoons. It was then sanded as fair as Susan Anton's thighs and coated with white lacquer. The satin finish on the inside of the hull, down to and including the engine beds, rivals that on any piece of furniture sold in the Copenhagen store. "You could eat off the bilges" is a typical "yank" reaction, but as one admirer observed, "I wouldn't eat off these bilges. I'd be afraid of getting crumbs in them."

Equal care and thought went into the interior layout. The engine room, located forward of the cockpit and just aft of the companionway ladder, features removable top and side panels, which make it one of the best lighted and most accessible compartments aboard. The current residents there are a 115-horsepower Ford diesel, which turns a 24 by 20 three-blade prop through a Borg Warner hydraulic box, and an 8-horse Yanmar diesel, which drives two alternators and the compressor for the refrigerator and freezer. (Other amenities to the comforts of cruising include four stainless steel water tanks with a combined capacity of 200 gallons, a hot water heater and pressurized water to the galley and heads).

As mentioned, the living spaces are mahogany throughout, except for the liberal (and sensible) use of white formica in the galley and heads and kauri strips left proud in the



just to port as you descend the companionway ladder. Directly across from it is the, aft head. The compact, functional galley, also to port, is across from the chart table and navigation station. (Contrary to what you might expect on a boat of this caliber, *La Fille* is not overly laden with sophisticated electronics. Aside from the usual wind speed indicator, depth sounder, VHF and so on, the only concessions to modern navigation

A bone in her teeth, golden girl foams through New Zealand's Bay of Islands.

cabins also features a double bunk. Janet Prince, a talented wildlife artist, currently uses this cabin in port as her studio, where she produces beautiful, life-like drawings of birds and other animals.

The "studio" cabin and the over-and-under two-bunker across from it are divided from the two-bunk forward cabin by a large, walk-in head whose center is a stand-up shower. The split chain locker in the forepeak keeps tabs on 280 feet of chain attached to a 75-pound CQR on one side and 85 feet of chain and 300 feet of nylon rode attached to a 60-pound CQR on the other. Additional ground tackle aboard includes another 35-pound CQR with 40 feet of chain and 300 feet of nylon rode, and a 75-pound Herreshoff anchor (we knew one of those had to be aboard) that stows handily in the bilge.



In port, Janet Prince uses one of the forward cabins as a studio.

sole to afford better footing underway. A brass inlay in the center of the circular main salon table features an engraving of the paternal lines of Herreshoff's *Bounty*. Storage space, like the linen locker patterned after the one on the Hiscocks' *Wanderer V*, is ample yet unobtrusive.

The boat sleeps eight comfortably in four cabins. Starting aft, the skipper's cabin is

gadgets are a SatNav and a worldwide radio receiver). The main salon, with its leaded glass and exotic upholstery, again manages to be comfortable and aesthetically pleasing without being opulent. Luxton has been very successful in carrying his aesthetics/seamanship theme throughout the boat.

Like the aft cabin, one of the three forward

Almost all deck hardware is bronze and the majority of it was custom made for the boat. The few concessions to this rule are the stainless steel Barlow winches, the stainless 1 by 19 rigging and, of course, the aluminum masts. Why bronze?

"No matter how good stainless is, sooner or later it begins to stain the boat," says Luxton. "And you can't avoid it. How many otherwise nice boats have you seen come in with rust streaks running down their topsides?"

(Some of what was not fabricated has lent interesting footnotes to this modern classic. A handrail that looks as though it was



JAMES LUXTON

custom made to fit its spot near the companionway ladder "came from a men's room in Auckland", and some of the large, dome-shaped washers under the keel bolts were originally used on old butter churns).

The "girl's" wardrobe consists of a main,

mizzen, mizzen staysail, yankee, clubfooted jib, #2 genoa and storm jib. All sails were made by the New Zealand firm of Lidgards out of Toray cruising cloth, a soft dacron easier to set and handle than racing cloth.

Luxton's golden girl slid into her element — and his dream, so to speak, into reality — in 1982, and he and Janet have spent the time since exploring New Zealand's North Island and Bay of Islands, Tahiti and Hawaii. While in Hawaii, they met a "licensed marriage whatever" — who also happened to be an electronics expert — in a bar. "He married us on the boat," says Luxton. "And then we sat down and started talking about electronics."

La Fille made the trip from Hawaii to San Francisco in 18 days, 20 hours and two tacks. How does she sail? "She's a Herreshoff," he says. "Not pressing the boat, we made 208 miles in one 24-hour run." (The designed hull speed is about 9½ knots). Luxton and Prince now live aboard the boat

in Sausalito.

It may seem anticlimactical that *La Fille D'Or* is for sale. If the truth be known, however, Luxton enjoyed the process of building the boat as much as the finished product. And just because one has built the boat of his dreams does not mean the quest for the "perfect" boat is over. Luxton even has visions of possibly going into limited production of big, quality cruisers if the market is there. In that sense, he says, *La Fille* has been a bit of an experiment.

"I see myself a little bit like the guy with the tin cup supporting this kind of boatbuilding. If no one does it, though, the craft of boatbuilding will eventually disappear."

At this point, Luxton and Prince are content to enjoy life on the Sausalito waterfront. Janet has agreed to supply a local art gallery with some original paintings and Luxton keeps busy with boat business. The Orams crew that built *La Fille* has been put on alert for next year, however, and if all goes as planned, construction of Luxton's next boat, "about a 60-ft version of *Whitefin*", will begin then.

We can't wait.

— latitude 38 — jr

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THE RACING

This month we catch up on a summer full of racing, including the **Ocean-Vallejo**, **Laser PCC's**, **Express Nationals**, **J/24 Districts**, **Hawkfarm** and **Coronado 25 Nationals**, the **Windjammer** and **Worth Brown**, **Etchells 22 PCC's** and the **SCC Night Race**. Also a preview of the **Midwinters** and a look at young **Ted Huang**.

MIDWINTERS

Yes, it's true. Fall officially began in September, which means this year's midwinter regattas will be starting soon. This is the time to try out new boats, new gear, new crew and new ideas, when the westerlies take a break for the winter, and instead of a beer after the finish you're more in the mood for a hot toddy.

The most popular series is hosted by Oakland's Metropolitan YC. Run on the Berke-



COURTESY TED HUANG

Ted Huang shows his style.

ley Olympic Circle, it draws several hundred boats in the 20 to 35-ft range. Since the courses are laid out over mud flats that can get moderately shallow at low tide, bigger boats find it more suitable to race in the Golden Gate YC's Manuel V. Fagundes regatta off the San Francisco City Front. In Marin County you can race off Knox buoy with the Sausalito Cruising Club or in Raccoon Straits with the Corinthian YC. The latter has gone from a one-race a month format to a pair of weekend series in January and

February.

And then there is the Richmond YC's small boat midwinters, which cater to everything from 8-ft El Toros to 30-ft Etchells 22's. There's racing both inside and outside the breakwater.

Midwinter racing really is a great way to sharpen your light air skills, make some new friends and enjoy those weekends that you can't go skiing. So mark the following dates on your calendar and call the folks listed for more information!

Metropolitan YC — Nov. 10-11, Dec. 8-9, Jan. 12-13, Feb. 9-10. Kirt Brooks, (415) 284-1778 (w).

Golden Gate YC — Nov. 4, Dec. 2, Jan. 6, Feb. 3 (March 3 make-up). Kitty or Debbie, 771-9500.

Corinthian YC — Jan. 26-27, Feb. 16-17. Colin Gilboy, 331-8379.

Sausalito Cruising Club — Nov. 3, Dec. 1, Jan. 5, Feb. 2, March 2. Don Chandler, 495-6500, or SCC Hotline, 332-9349.

Richmond YC — Nov. 25, Dec. 30, Jan. 27, Feb. 24. Kers Clausen, 237-1307.

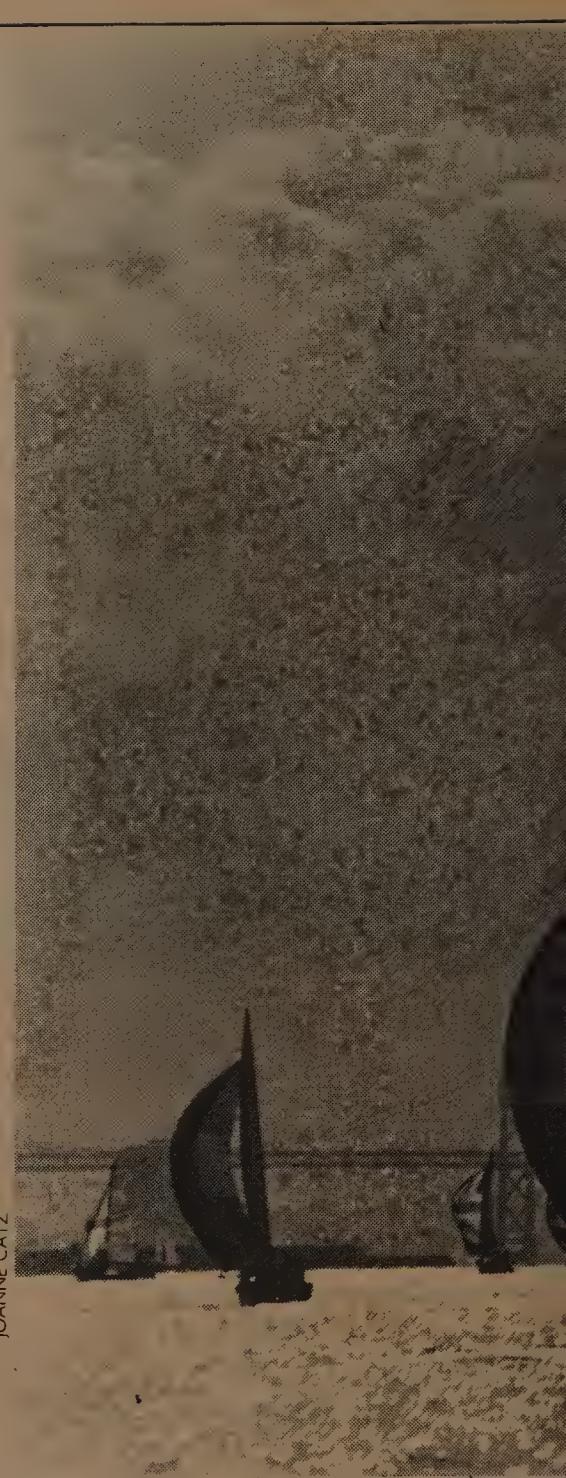
RACES PAST

Fast Junior

Fourteen-year old Ted Huang of Los Altos is a junior on the move. Now in his second year of boardsailing, he recently completed a tour of the East Coast and Canada and the results were most impressive. In the second week of August he took second to San Diego's Tom Ryan in the U.S. Yacht Racing Union's Junior Boardsailing championship at St. Petersburg, Florida. He then went on to win the junior title at the Western Hemisphere Windsurfer Championships in Quebec on August 15 to 23. During that series, he was eighth overall in the long distance race sailed against 100 competitors.

Now a freshman at Los Altos High School, Ted says he sails five days a week in the summer and has experience with short boards, open class and stock racing types. At 5'4" tall and 110 pounds, he's most compet-

JOANNE CATZ



itive in 12 to 15 knots of wind. At the Florida regatta he had his troubles in the really light conditions, but when the wind came up he scored three straight bullets. He's used to the heavier air, sailing a lot off windy Coyote Point. On September 1st he won the South Bay Enduro, a long distance contest from the San Mateo Bridge to Coyote Point.

Ted hopes to do well next year and qualify for the U.S. Olympic Boardsailing team. He says he'd rather go for the Olympics than turn pro like his hero Robbie Naish of Hawaii. "There's more glory in the Games," he says, "and not that many people make much money in the pros." We wish him luck.

Ocean-Vallejo

Members of the local Midget Ocean Racing Association (MORA) refer to the Ocean-Vallejo race as "Horace's Revenge" in honor of its originator, Columbia 30 sailor Horace MacKerrow. After serving as association officer for four years in MORA, including com-



Midwinter racing can be pretty.

modore in 1974, Horace came up with the idea. Sailing out of Vallejo, he always had to spend Fridays getting his boat to San Francisco for MORA races and Mondays getting home. This race featured a leg out the Golden Gate and a run back through the Gate and up the river to Vallejo. When it was over, everyone else would have to worry about getting back to their berths instead.

Horace was out racing on this year's version, held August 18th, but the revenge part may have backfired. After completing the ocean leg to Duxbury Reef and the Lightbucket, Horace headed towards the barn. The leading boats, including Jim Gannon's first to finish Sonoma 30 Red Stripe and Colin Case's Schumacher 30 Second Offense, came in shortly after dark. All boats except for Horace's Osibisa were across the line by midnight. The race originator couldn't quite make the last two miles up the Vallejo Chan-

nel, where he spent a good four hours anchored off the flour mill. Finally, at 9:20 Sunday morning he made it home.

Also of note in this year's race was the spotting of a sea turtle by Dave Hodges aboard *Second Offense*. After successfully out maneuvering a fish-tailing commercial barge under the Golden Gate, Dave spied the reptile about 50 yards off the Lightbucket. "It's head was the size of a basketball," he said. MORA's resident marine biologist and ornithologist John Dukat adds that these cold blooded creatures usually prefer the warmer waters found south of San Diego. "He was awfully far off course," says John. "Maybe somebody dropped it off a tanker!"

Laser Pacific Coast Champs

Santa Cruz YC hosted the 1984 Laser PCC's, drawing 40 entries from California, Oregon, Washington, British Columbia and Alberta, Canada. Winning convincingly in the ten race, no throw out series was Bruce Edwards of Scotts Valley. Belvedere's Gor-



Shortly after the start of this year's Windjammer — light air spinnaker run out the Golden Gate.

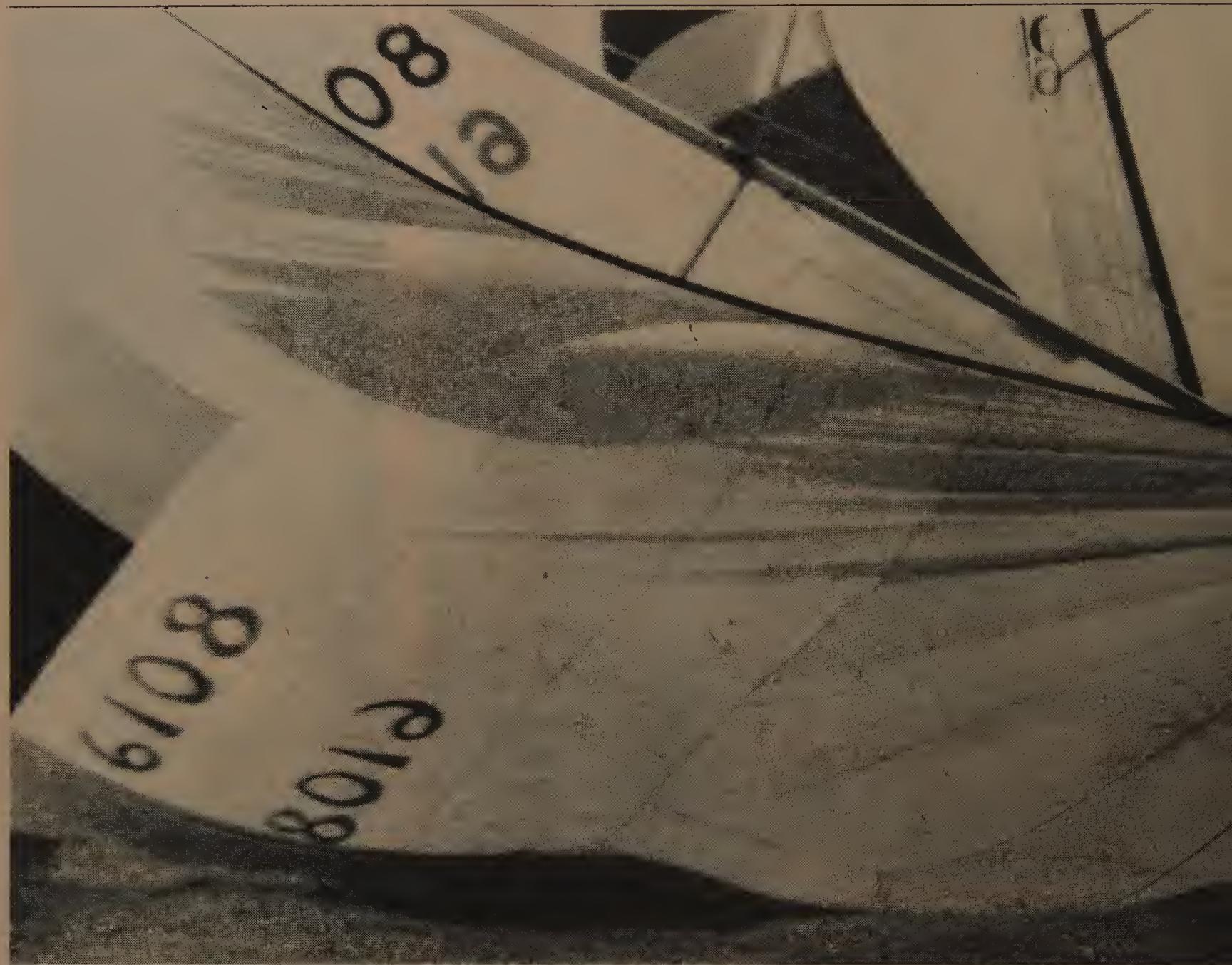
don Clute took second.

A student at U.C. Santa Cruz, Edwards campaigned a Flying Junior in the late 1970's but burned out after the 1979 Worlds in Richmond. He's now three years into the Laser and his dedicated training regime of bicycling, running and sailing are beginning to pay off. This summer he was 11th at the Europeans, 15th in the British Nationals (out of 175 entries) and fourth at the U.S. Nationals in early September. He plans to repeat the European circuit next year, including Kiel Week and the Laser Worlds in Sweden. Several of his friends are going on to the Finn world championships, and Bruce hopes to get the funds together to join them. His long range goal is the 1988 Olympics in Korea.

Kostecki: Express and J/24

Also looking forward to the next Olympics is Novato's John Kostecki. After his impressive debut at this year's Olympic Soling Trials (including winning one race), John is keeping his hand hot sailing on the Bay. On August 26 to 30 he skippered the Jeff Pearson's Express 27 *Sweet Pea* to a second consecutive national title. Four days later he added

THE RACING



the J/24 District title to his collection, sailing Ray Delrich's *American Beauty* to victory over 30 other yachts.

Sweet Pea's owner, Jeff Pearson, couldn't make the nationals, so John sailed with Ray Delrich, Andy Vare, Hartwell Jordan, Bruce Seymour and Jim Martin. They won the first four races in the 12-boat fleet and didn't even need to sail the finale, having put enough points between themselves and second overall *Lipstick* owned by Marcia Schnapp and driven by Scott Easom.

Results: 1) *Sweet Pea*, Jeff Pearson/John Kostecki, Santa Cruz, 1,1,1,3,DNS = 6 pts.; 2) *Lipstick*, Marcia Schnapp/Scott Easom, San Francisco, 3,3,2,2,7,3 = 13 pts.; 3) *Airtight*, Bill Rose/Andre Lacour, Santa Cruz, 2, DSQ, 7,7,2,1 = 19 pts.; 4) *New Wave*, Buzz Blackett, San Francisco, 7,2,4,4,6,4 = 20 pts.

Kostecki's J/24 win on the Labor Day

The crew of the Hawkfarm 'Spitfire' had their troubles getting the chute down at this leewark mark.

weekend capped another highly successful season for him in this type of boat. Two years ago he turned the class on its ear when as a rookie he took second at the world's here on the Bay. This year he won the Western Regionals at Alamitos Bay in June, the Pacific Coast Championships at Santa Barbara in July and now the Districts. These feats earned him a berth at the 1984 Worlds in England, which he will not attend, and the 1985 Worlds in Japan, which he does plan to enter. John's crew for the Districts were Leon Daniels, Ray Delrich, Andy Vare and Steve Jeppesen.

Results: 1) *American Beauty*, Ray Delrich/John Kostecki, SFYC, 1,6,1,1,1 = 9.25 pts.; 2)

Malolo, Rickershauser/Washburn, St. FYC, 3,11,7,2,2 = 25 pts.; 3) *Storm Trooper*, Dinny Waters, SFYC, 2,3,2,14,5 = 26 pts.; 4) *Darvon*, Harry Allen, St. FYC, 9,1,13,3,3 = 28.75 pts.; 5) *Robin Sodaro*, SFYC, 7,2,6,6,10 = 31 pts.

Hawkfarm/Coronado 25

Berkeley YC and their able race chairman Lou Worthington hosted two national championships over the Labor Day Weekend. Nine boats took part in the Hawkfarm event, with J.D. Vincent's *Mercedes* triumphing, and 11 boats raced for the Coronado 25 title, won by Ken Green of Southern California. Worthington managed to get them all around their differing courses with nary a snafu, aided somewhat by the glorious weather that prevailed over the holiday.

For Vincent, this was his second national title, having won also in 1980. The crown was well earned, with the outcome resting



KURT MOLNAR

on the final race. After three triangle races and a medium distance beat, the top four boats were all within a point of each other. Vincent, sailing with his son Pat, Greg and Theresa Paxton, Dave Hankel and Neil Caldwell, found the most favorable ebb heading out the Gate on the long distance finale. *Mercedes* stretched a one minute lead at Pt. Bonita to almost five at the finish off Berkeley to wrap up the series.

Results: 1) *Mercedes*, J.D. Vincent, Richmond, 3,2,4,2,1 = 11.75 pts.; 2) *Hot Cakes*, Len Cheney, Pleasanton, 2,1,6,3,2 = 13.75 pts.; 3) *Cannonball*, Rick Schulte, Pt. Richmond, 4,5,1,1,4 = 14.5 pts.; 4) *Osprey*, Bill Perrin, Mill Valley, 5,4,2,6,3 = 20 pts.

Also repeating in the Coronado 25's was Ken Green of Cypress, California. A sailing instructor by trade, he borrowed a local boat

as he had in 1981 and showed the locals how to do it. "I accused him of bringing the sunshine and light winds up with him in his car!" says fourth place finisher Bobbi Tosse. Upholding the local honor was Frank Lossy of Berkeley, who took second.

Results: 1) *Passage*, Ken Green, Cypress, 1,1,2,1,3 = 5.75 pts.; 2) *Our Boat*, Frank Lossy, Berkeley, 2,2,2,2,3 = 8 pts.; 3) Earl Viets, Rancho Palos Verdes, Ventura, 1,1,3,4,5 = 8.5 pts.; 4) *Naressia*, Bobbi Tosse, Berkeley, 3,3,4,4,6 = 14 pts.

Windjammer/Worth Brown

This year's Windjammer classic from San Francisco to Santa Cruz on Labor Day weekend was also the first race of the new Worth Brown IOR races series. The Windjammer, which dates back to the 1930's, drew 80 entries including a power/sail division which

was allowed to motor for 24 miles of the race. The IOR fleet of nine had to detour to the Lightship before turning south to Santa Cruz, while everyone else took a more direct course. Everyone started mid-morning on Friday, August 31st, a departure from the traditional evening commencement. The earlier format was designed to get the fleet down the coast before the wind died. The plan worked, with almost everyone finishing by 10 pm the same day. First to finish *Merlin* completed the course in just seven hours and 41 minutes.

While the PHRF racers frolicked at the Boardwalk, the IOR racers went out for a pair of triangle races off Santa Cruz. San Francisco's Bill Twist and his new *Blade Runner*, swept the short course contest and combined with his second in the Windjammer took home the Worth Brown trophy. According to regatta chairman Dr. George McCormick, there was high enthusiasm for the series and he hopes to have more of the San Francisco Bay fleet join in next year. He also would like to open up a separate division for the ultralights. A Santa Cruz 50 and Olson 40 participated this year but suffered badly in the upwind legs of the triangle races against the heavier IOR designs.

Windjammer Results: PHRF I — 1) *Heart Light*, Ross 930; PHRF II — 1) *Time Out*, Santana 35, Jack Lewis, SCYC (also first overall corrected time); PHRF III — *Rocinante*, Yankee 30, Alex Malaccorti, IYC.

Worth Brown Results: 1) *Blade Runner*, Reichel/Pugh 48, Bill Twist, STFYC; 2) *Racy*, Peterson 2 ton, Bob Magoon, St. FYC; 3) *Compass Rose*, J/36, Tom Murphy, SCYC.

Etchells 22

Belvedere's Don Jesberg, sailing with his brother Steven and father David, won the Etchells 22 Pacific Coast Championships on Sept. 1-3 in a field of 23 boats. This family trio spent last year sailing together with trips to the North Americans and Worlds. This year they were involved in other projects and jumped back into their boat only for the Labor Day regatta. "Everything just clicked,"



said Don, as they far outpaced second place Hank Easom of Sausalito.

Bill Barton and Kent Massey in *Fine Line* ended up third, but had to overcome several obstacles to get there. After breaking their mast the weekend before the regatta, they ordered a new one flown in from Australia. The spar arrived in the dead of night, and as they awaited its appearance at the cargo terminal they got the news that it had been broken as it was being unloaded! They ordered another one to replace it, but couldn't get it in time for the weekend, and finally went with a domestic spar. Leading the last race with second overall in their sights, the outhaul broke and they lost three boats before the finish! Hopefully they'll have the kinks worked out in time for next year's world championship in Newport Beach.

Results: 1) *Ultraviolet*, Don Jesberg, SFYC, 2,1,2,4,5,3 = 19.7 pts.; 2) *600*, Hank Easom, SFYC, 9,7,6,2,3,2 = 36.4 pts.; 3) *Fine Line*, Bill Barton/Kent Massey, SFYC, 16,4,14,3,1,4 = 41.7 pts.; 4) *Wild Irish*, Tim Hogan, Newport Harbor YC, 14,8,5,6,4,1 = 43.7 pts.; 5) *Panama*, John Ravizza, St. FYC, 3, DNF, 1,8,7,7 = 45.7 pts.

Etchells 22 make a pretty sight reaching across the Bay.

Night Race

The Sausalito Cruising Club sponsored a night race on September 14th, an event that proved it's not always how fast you go but knowing where you're going that makes the difference.

The action began early at Little Harding, with 28 boats milling about in the dark trying to start the race correctly. The first two marks, Yellow Bluff and the racing buoy off Gashouse Cove, were both unlit, which made finding them challenging to say the least. Those of us onboard the Olson 30 *Collage* stumbled on the former first and headed for the stadium lights behind the Marina Safeway. Three of us were dinghy sailors who have rounded the Gashouse buoy dozens of times during regattas off the City Front, so finding that one didn't prove too difficult.

Unfortunately, the run to the channel marker #4, one mile east of Angel Island's Point Blunt, was more difficult. We passed Alcatraz on the west side and then drove off trying to locate the flashing four second light.

We found one and went for it, only to discover it was channel marker #6. We had overshot #4 by a mile! The boat next to us, which we later learned was Tim Stapleton's Islander 36 *Misfit* continued on even after we turned around, ending up eventually on the Berkeley Circle.

The boat that found the mark first, and went on to win the spinnaker division even though they never flew their chute, was Mik Beatie's Express 27 *Beth*. Mik is a ferryboat skipper and his work route takes him right by #4 every day. He had a little trouble distinguishing it from the shore lights of Berkeley, but once he picked it up the race was over.

Results: *Spinnaker Division* (rating under PHRF 174) — 1) *Beth*, Express 27, Mik Beatie, Corte Madera; 2) *Salty Hotel*, Express 27, Don Baker, Menlo Park. *Spinnaker Division* (rating over PHRF 174) — *Merlin*, Excalibur 26, Adam Gabel, San Francisco; 2) *Ruckus*, Newport 30, Paul Von Windenfield, San Francisco; 3) *Impulse*, Cal 2-29, Floyd Rector, Sausalito. *Non-Spinnaker Division* — 1) *Bar Taut*, Ariel, Skip Henderson, Greenbrae; 2) *Zephyr*, Cal 2-27, Bruce Nesbit, Novato; 3) *Windfall*, Ranger 26, Roy Kinney, Petaluma. *Columbia Challenger* — 1) *Shay*, Rich Stuart, San Anselmo; 2) *Osprey*, James Adams, Greenbrae.



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CHANGES

With reports from **Wind 'n Sea** at Smuggler's Cove; **Cock and Bull** at Bora Bora; **Sea Dreamer** at Lake Tahoe; **Blue Moorea** back in Medford, Oregon; **Fantasia Opus II** in Honolulu; **Lu Dale** in American Samoa; **Grey Poupon** in Manalapan, Florida; **Ozma** in the Pacific Northwest; and our usual **cruising notes**.

Wind 'n Sea — Garden 37 ketch **Fred, Lynn, Dylan (6) Renn** **Smuggler's Cove, Santa Cruz** **(Tiburon)**

We are *Wind 'n Sea*, a 37-ft custom Garden design wooden ketch. We hail from Paradise Cay, Tiburon. Captain Fred Renn, first mate Lynn and number one crew member, Dylan, age 6.

Enclosed is a photograph of *Wind 'n Sea* anchored at Honeymoon Cove on Isle Danzante. I had to step around a rattlesnake basking in the sun to get this shot. The other

COURTESY THE RENNS



Fred, Lynn and Dylan Renn at Casa Grande.

photo was taken at Tambibiche at Casa Grande. Tambibiche is an open roadstead. There are 11 families living around Casa Grande, all direct descendants of the original owner of this one time lush and successful ranch.

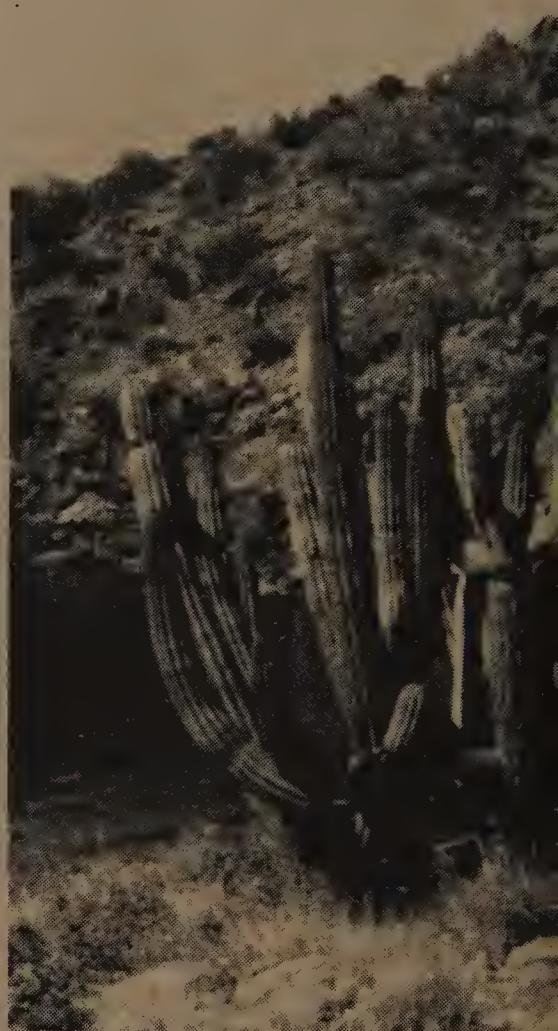
We are now at Smuggler's Anchorage on Santa Cruz Island. Ten months and 3,000

miles have gone by since we were last here. While in the Sea of Cortez we traveled as far north as Calleta San Juanico exploring every little nook and bay along the way. We dove in crystal aqua waters, we met countless warm and sharing peoples (both cruisers and Baja Californians), we learned about cruising, our boat, and ourselves, and we return here with memories of a wonderful experience.

Our goal was to acquaint ourselves with the Pacific Coast, the Channel Islands, and Baja California's Sea of Cortez. In the six weeks it took us to travel from San Diego to Cabo San Lucas, we stopped in as many anchorages as we could, including Asunción, Abreojos, Turtle Bay, and San Juanico. These are unique, colorful towns, untouched by the tourist influx, with happy, friendly people. I think you'll be missing something of Baja California if you don't include them on your trip. There is no problem finding supplies in these towns, if your needs are simple. You'll always be able to find onions, potatoes, chilis, cabbage, oranges and limes and dry goods. If you're lucky and stay around for a while, you'll find apples, carrots, lettuce, cucumbers, zucchini, tomatoes, jicama, and bananas. Bread can be hard to find but you can usually find a lady to make tortillas for you.

One word of caution regarding the Pacific side of Baja. Sting rays are plentiful on the sandy beaches and when swimming, walking, or landing your dinghy it's wise to use the shuffle step to avoid stepping on one of those nasty creatures. Dinghy landing can be tricky with the larger swell. In some of the anchorages you can slip in at low tide by sneaking around a prominent rock or reef and using that for protection. This is true of Abreojos and San Juanico.

The fishing boats, mainly net fishermen, are plentiful and the fishermen are generous, especially if you share time with them in their own language. If you really want doors opened for you in Baja you'll brush up on your Spanish before leaving home. We ate



and traded well off our own courtesy and Marlborough cigarettes.

Our experience was further heightened, I feel, by having our six year old son on board. Besides watching his enjoyment and growth as the adventure unfolded, his presence seemed to provide a common bond between ourselves and the Mexicans. To those women who feel some anxiety in anticipation of cruising with their children, I can say that there are many families cruising with children of all ages in the waters of Baja and beyond. There are mothers who welcome a time for shared experiences.

For my own part, my anxieties were related to dealing with loneliness and how to cope with a young child when the conditions on the boat required my all. There were moments of boredom, but a fresh or familiar face always appeared when we needed it. There are boat nets in Cabo and La Paz where it is very easy to announce the need for child companionship. As for the latter anxiety, children are very adaptable and can



'Wind 'n Sea' at Honeymoon Cove on Isla Danzante in the Sea of Cortez.

sense the urgency of any situation and react quite well. We have a cassette deck for Dylan with numerous story tapes and these are a wonderful diversion when the boat requires Captain and first mate on deck.

The trip has been — and still is — open ended. I know many people who have had some negative stories to tell and quite a few

of these are related to time schedules. Our only schedule was to wait for good traveling weather. It worked for us. Even the trip home was fun (after all the stories we heard in La Paz) though I have to admit we are enjoying these channel reaches between the islands and the mainland.

We'll be sailing under the Golden Gate

A Columbia 50 anchored off the Bora Bora Hotel — just around the corner from the Oa Oa Hotel.

and back into Paradise Cay by October. We're looking forward to the friendly faces in Sausalito. Keep up the good work of letting us know where those good folks who go to sea are. And by the way, where are you *Kiunga II*, *Illusion*, *Skua*, and *Tren Tans*?

— the renns (8/6/84)

Cock and Bull — Adams 33

Peter, Brian, Tony and Suzi

Bora Bora

(Newcastle, Down Under)

(also Chester, Nova Scotia)

There is much to be said for sipping fresh pina coladas while moored off the Oa Oa, as the aroma of Greg's cigar wafts across the water. Not enough can be said for Greg and Elaine's hospitality. Windsurfers, showers, laundry, cold Hinano and Francine's smile over the bar. The yacht register at the hotel is a masterpiece because of the artistic competition. Bastille Day celebrations continued for a month so there was plenty to see and do between mountain climbing excursions. While listening to Jimmy Buffet, playing Trivial Pursuit interspersed with Greg's "truly tasteless jokes", one wonders if there is life after Bora Bora.

The village of Vaitape is not large, but offers a great deal. Push bikes may be rented for 800 francs a day and an ice cream cone by the town dock is 100 francs and well worth it. The cheapest store in town is Chin Lee, but go early because all the goods dis-



CHANGES

appear by 1000. Cigarettes are bloody dear at 370 francs for 20 camels. "Rollies" are 110 francs for 35 grams.

Since our rubber ducky lost its engine — three to be exact — then an oarlock, then an oar, it appeared time to make tracks towards Tahiti as the SatNav and ham radio had packed it in as well. On to Raiatea. The town dock of Uturoa offers toilets and showers, though not particularly clean. But who cares? Uturoa is a busy town with well-stocked supermarkets. The fishing boats arrive with fresh bonito daily — about 800 francs each. At 0600 Friday, a tirade of French abuse ordered us to leave the wharf so that the copra boat could dock. When this monster boat came screaming in to dock, Tony — the only one awake — felt that the captain must either be terribly good or terribly bad. It turns out to be the latter since it dismasted "Full Circle" of California en route to Raiatea. Lunatic French drivers!

Forward to Huahine. Great spot! The 0400 market is apparently not to be missed, although we did. Again we were at the town dock (no dinghy remember) and again the copra boats appear. Despite the fact we were well out of the way, the monkey's fist got caught in our rigging, hence the bow line was threaded through two masts. Brian is poised ready to kill the man should he tighten the line, Peter drinks his coffee, Tony is snapping furiously with his 35mm, and the locals are surveying the scene with great interest. Time and copra boats wait for no one. One passenger had disembarked with some gear and was about to return for his two carefully wrapped surfboards only to find the boat three meters from the dock. The crew tosses them off the five story high deck into the surge below.

Be on the dock "sans bateau" when the copra boats arrive, as it really is an event not to be missed. Our only regret in Huahine was having our Aussie flag stolen. Next, Tahiti, with a brief overnight stop in Moorea. In Tahiti for a month, then on to the Tuamotus, the Marquesas then Hawaii in

January.

Typical Australians, going the wrong way around. I, unfortunately am on my way back to the Great White North. Should you see a boat with suspicious baggie wrinkles in Polynesia with smoke and Joan Armatrading billowing from the cockpit, come over and say "G'day!" They are three terrific guys.

— suzi fraser (9/7/84)

Sea Dreamer — Islander 30

Robert and Judy Blair
Lake Tahoe

"I met a boater I didn't like."

I have sailed for over 30 years. I've been to Hawaii, Samoa, Tahiti, the Marquesas, Pitcairn, and more. I have met sailors, rich and poor, famous and just folks. I have come away with memories I shall never forget and people — who although they might not remember me — I shall always remember:

Those wind folks who you meet only late at night in the shadow of a setting sun, but to whom you entrust your boat and all your possessions the following morning when you row your dink ashore to prowl the remote corners of some remote island.

Those wind folks on a companion ship during a storm.

Those wind folks who come by and take away the loneliness when the world closes in around you.

Because of people like this I have maintained these many years that sailors are a wonderful lot and I am proud to be one. Well, I just met one I didn't like.

We spent the Labor Day weekend aboard our Islander 30 at Lake Tahoe, probably one of the most beautiful places in the world. Saturday and Monday were spent patrolling with the Coast Guard Auxiliary — a new friend we have found.

Although there are many coves in which one can anchor, Lake Tahoe has only one boat camp supervised by the California Divi-



sion of Parks. This camp is located at Emerald Bay and is composed of some 18 to 20 well constructed mooring buoys, a dock, and some camping areas ashore.

The unwritten law of the Lake dictates that if you arrive at an unoccupied buoy, you can reserve it by tying a PFD, a fender, or a dinghy to it. Having done this, the mooring is yours no matter what time you return. Moonlight sails on the Lake, you must understand, are great.

It seems that a young couple from Sacramento came up to visit our Lake and our hospitality. They tied a PFD to an unoccupied buoy and proceeded to sail around enjoying the Lake. Then along came Mr. Bad Guy on his sailboat. He secured to the mooring that the Sacramento couple had reserved, then looking around and finding nobody watching, (he didn't see me), proceeded to untie the PFD and let it float away.

I asked him nicely, "Sir, why did you do that?"

"Do what?" he replied.



LATITUDE 38/RICHARD

The boat camp at Emerald Bay on Lake Tahoe.

"Sir, I saw you cut that PFD loose. Why did you do a thing like that?"

His response was "because he wasn't here".

The story ends well. The young couple got the mooring back. Later we met them and had dinner with this fantastic young couple we'll long remember.

I was accused of being 'curator of buoys'. To those people my response is: I am an honest boater who respects others and their rights and their property. Having said that I really felt great.

But I had still met the first boater I didn't like.

— bob blair (9/5/84)

Blue Moorea — Acapulco 40
Bob, Phyllis and John Ross
After 20,000 miles

(Medford, Oregon)

My husband, son and I — who have recently completed a four-year cruise of the South Pacific on our 40-ft sailboat, *Blue Moorea*, get very excited when we read articles or see pictures in your magazine of fellow cruisers we recognize. Consequently we thought some of your readers might like an update on *Blue Moorea*, which incidentally is now moored in an Alameda marina.

Our unbelievable adventure took us from Medford, Oregon, to Mexico, the Marquesas, the Tuamotus, Tahiti, Moorea, Huahine, Bora Bora, Tonga, New Zealand, Fiji, Vanuatu, the Solomon Islands (Guadalcanal, Bougainville, etc.), Papua New Guinea, Australia, back to New Zealand, back to Fiji, on to Western Samoa, American Samoa, and Christmas Island. And finally, one day after more than four years after leaving San Diego, we once again found ourselves on American soil. Well, not exactly soil, but we were moored at Ala Wai Marina in Honolulu — just in time to exper-

ience Hurricane Iwa.

During our cruise of 21,000 miles we felt that every day was memorable, but some were more memorable than others. We had a tense experience in New Hebrides just after it gained its independence and became Vanuatu, when we were boarded by machine-gun-bearing soldiers who suspected us of smuggling guns to the rebels during the revolution on Espiritu Santo. We laughed later about one native soldier who handed Bob his machine gun to hold while he climbed aboard *Blue Moorea*!

A more enjoyable experience was being given a sea shell by a young Solomon Islander in a tiny remote village where we were the first foreigners to ever stop at their island. The cone shell was a Gloria Maris (Glory-of-the-Sea), and has since been valued at between \$2,000 and \$2,600. Phyllis also had the special privilege of spending some time with a missionary family at a primitive inland village of Papua, New Guinea. Details of this once-in-a-lifetime experience are recorded in the journal she has kept faithfully ever since she and Bob first discussed buying a sailboat and taking this special cruise.

Our choice of a vessel was a fiberglass cutter, an Acapulco 40, which is now on the market waiting for another family to serve as well as she has served us.

In the meantime, we have condensed our over 2,000 slides into a two-hour slide show which we enjoy immensely each time we are asked to share our dream-come-true experiences. We re-live our cruising life in some way every day and wish everyone in the world could be as lucky as we were to have had this opportunity.

P.S. Your magazine, which has become our favorite sea publication, offers many services. If we gave our present address, does one of your services include printing such, just in case one of our long-lost cruising friends would be inclined to get in touch with us once again? If so, it is P.O. Box 4472, Medford, Oregon 97501.

CHANGES

P.P.S. I wonder if you are aware — surely you must be — of how anxiously we and all our sailing friends await each new issue of *Latitude 38*. Even though we have completed our cruise, we will never stop looking forward to each issue of your magazine.

— phyllis, bob and jon

Phyllis, Bob and John — It would be our pleasure to print your address for your old cruising friends. We'd be happy to do the same for any other cruisers wanting to pass out their whereabouts.

And, thank you for the kind words about Latitude 38. It cheers the staff to hear that their efforts are appreciated.

Potential cruisers might be interested to know that the Ross family didn't decide to finally make their dream happen until Bob, a pharmacist, had undergone three open heart operations.

Fantasia Opus II — Scampi 30 Dolores and Doug Shotton Bora Bora to Honolulu (San Francisco)

We stayed in Bora Bora for five weeks, of which the last three days were devoted to the "fete". The singing and dancing were delightful, but rain soaked the dancing area on the second and third nights, causing cancellation of several events.

The passage from Bora Bora to Hilo took 21 days and was wet and sloppy the whole way. Hilo was a welcome sight with almost a full house at the quay. It thinned to only us after a week.

A rat chewed through the mosquito netting one night and ate Doug's donuts. He, the rat, returned another night to eat my shoe. He left, however, and we never saw any other signs of him.

The harbormaster's office and Customs were more than pleasant and hassle-free. Agriculture took our onions.

We played normal tourists on Hawaii and Maui by renting cars and visiting the



COURTESY THE SHOTTONS

Doug and Dolores Shotton's 'Fantasia Opus II', a Scampi 30 sailing in the Marquesas.

volcanoes and other sights. The volcanoes on the Big Island were definitely worth the long beat into Hilo.

We lucked out in Lahaina, Maui, and got a guest berth because the sportfishers were out for a week on a marlin tournament.

We met up with old friends, George and Peggy of *Windbreaker II* in Honolulu.

Coming in at the tail end of the Clipper Cup Series, we got a slip at the Hawaii YC's new floating guest dock. The Hawaii YC has been great — good food, cheap drinks, coffee in the morning and Friday night races.

Francisco in just a few days.

— dolores and doug (9/10/84)

American in American Samoa

Lu Dale

(Newport Beach)

Just thought I'd pass on some information for your readers who are headed to the South Pacific this winter.

I just delivered a boat from Fiji to Vancouver, British Columbia, and we had to stop in Pago Pago, American Samoa, for repairs. It's not a place we would choose to visit normally, as Pago Pago hasn't had much of a reputation for hospitality in the past.

We arrived at 0400 on the Sunday of Memorial Day weekend and were prepared to wait until Tuesday to clear. About 0800, the customs people came down and cleared us insisting that we couldn't possibly sit on the boat until Tuesday. They only charged us \$15 for the holiday service. They also let us stay on the Customs dock for the five days it took to effect repairs (broken shaft, refriger-



Two cruising guides give the wrong address for the club. Mail should be sent to: (your yacht name), c/o Hawaii YC, 1739-C Ala Moana Blvd., Honolulu, Hawaii 96815.

We're now preparing for our final passage. We'll leave Honolulu and head for San

'Fantasia Opus II' lucked out and got a berth here in Lahaina — thanks to the big billfish tournament over on the Big Island.

eration, etc.).

Provisioning facilities are excellent and the cheapest in the South Pacific. Most of the



H.E. ROSS

products are American and there is excellent frozen meat from both the United States and New Zealand. The only problem with shopping is one store will have a large variety of crackers, another fruit juice, etc. Liquor is available at better than duty free prices at the government liquor store (ex. 40 oz. Beefeater Gin, \$4). Diesel is \$.68 per gallon. There are four or five good restaurants and a disco, Evelina's, near the harbor.

Pago Pago was a pleasant surprise for us this time and I would recommend it as a stop for anyone headed west to Fiji, etc.

— *Iu dale (8/22/84)*

The Long Way Around
Grey Poupon — Scampi 30
James Grey et al
Manalapan, Florida
(San Francisco)

It was fun to come across a picture of *Grey Poupon*, my Scampi 30 sloop in the June issue of *Latitude 38*, a photo taken while the boat rested at the Acapulco YC. So, for what

Another cruising Scampi 30, James Grey's 'Grey Poupon', while at anchor in Acapulco on the way to Florida.

joyed the boat tremendously, having occasionally raced it in MORA and ASH. Winters, I kept the boat up in Bodega, where I spent many great weekends cruising the Tomales, Point Reyes, and Bodega Bay areas. Enjoying the boat as much as I did, when the time came to move East I decided to keep *Grey Poupon* and sail it all the way to Florida.

While there were no time constraints for the boat to reach its destination, I personally had limited cruising time. So, I decided I would sail *Grey Poupon* all the way in short hitches, leaving the boat in different places, and coming back for a continuation of the trip whenever I had the opportunity. That way I would be able to experience the joys of a long cruise without completely breaking away from my regular business life. I did not know at the time whether it would be safe for me to leave the boat in many unknown harbors, but this was the only way I would be able to embark on such a cruise.

After a very thorough refitting of the boat, I was ready to depart in mid-February. Our start — two of us, Susan Roebuck, a crewing friend, and I — was unauspicious as it took three false starts and as many farewell parties



LATITUDE 38/RICHARD

it is worth, here is a recap of *Grey Poupon's* travels.

I set out from San Francisco Bay on March 8, 1983, with Manalapan, Florida, as my destination. I had owned my sloop, formerly *Yellow Jacket*, since March 1980. I'd en-

before a break in the putrid 1983 winter weather allowed us to sail out the Golden Gate on a three-day coastal cruise to Marina del Rey.

It was on this leg of the trip that we had the only close call of the entire journey to Florida. We nearly collided with a large, unlit steel mooring drum one night in the Santa Barbara Channel, while running under spinnaker at near hull speed. We were passing some 200 yards from a drilling platform at the time. Sue was resting below and I was at the tiller. Suddenly out of the darkness, the bark of a seal alerted me to a dark form looming not a boat-length ahead. I yanked sharply on the tiller and seconds later the buoy went sliding silently past, inches from our hull!

Upon arrival in Santa Monica, we left *Grey Poupon* at the Del Rey YC. Three weeks later we returned to embark on a weekend cruise to Catalina Island and San Diego.

Once again, another month passed by before I was able to meet Sue and pick the boat up at the San Diego YC. This time — early May — we left on a two-week cruise down the coast of Baja California with stops at Cedros Island, Turtle Bay and Bahia Santa Maria. We were pushed by a continuous Force 8 northwesterly gale which combined with clear skies and full moonlit nights gave us the fastest, most exhilarating sail I have ever experienced on *Grey Poupon*. And all the while the VHF radio crackled with the agonizing complaints of cruisers beating their way north — giving us an even more perverse sense of pleasure!

After three days visiting Cabo San Lucas, we sailed on to Puerto Vallarta where we made arrangements to leave the boat at the marina during the summer hurricane season. While in Puerto Vallarta, the boat was left under agency contract as per Mexican regulations, arranged by Juan Arias, a local yacht agent. It was in the personal care of Chino, a young Mexican at the marina. He pumped it out, washed it down regularly,

CHANGES

and kept a very good watch over it for a monthly fee of about \$45. He did not have access to the inside of the boat, however, which remained locked up. But I honestly feel that my boat was safer that summer in the Puerto Vallarta Marina than it would have been back at Sausalito! Especially with Mexican Marines patrolling the marina, sub-machine guns in hand 24 hours a day.

When I returned from the States on October 12 with three sailing companions, we found the boat in perfect condition, bottom scrubbed and not even a fender missing. On the inside, however, we were greeted by an army of young cockroaches. This would be the only harbor where we were invaded by those creepy crawlies all the way to Florida. Incidentally, boric acid powder seemed to be the cure all as I never saw a live one again onboard after that. We spent one week visiting Puerto Vallarta and the surrounding region while waiting for hurricane Kiko to blow itself out. Then we spent one glorious week cruising to Manzanillo, stopping in different coves such as Yelapa (two nights), Ipala, Careyes and finally Las Hadas, where I again left the boat for a three-month period.

Once more I left the boat with official agency arrangement, (very time consuming to arrange through the slow-moving and inconveniently located bureaucracy of Manzanillo). At Las Hadas I left the boat under the able care of Kurt Jorgenson, the manager of the marina and formerly a citizen of Denmark. When I returned to Las Hadas in January, all was well with *Grey Poupon*. Without trouble the boat had endured the harbor surge, Mad-moored on two anchors with the stern a good distance away from the dock. There was surprisingly almost no chafe in the mooring and anchor lines which had been periodically adjusted by Kurt.

Due to a last minute crew cancellation, my next voyage was a singlehanded experience, one which lasted four days and took me to Acapulco by way of Ixtapa and Zihuatanejo. There was almost no wind and I motored most of the way.



Las Hadas near Manzanillo, not the worst place in Mexico to tie up.

The Acapulco YC proved again to be a very safe place to leave a yacht — although very expensive. *Grey Poupon* was looked after there by Senor Feliz. Again, I was lucky in that there was no serious surge during the three months I left the boat alone. While in Acapulco, I researched the possibility of shipping *Grey Poupon* overland by truck to the Gulf of Mexico, either Veracruz or Progreso Yucatan. In the end I gave up in the face of the local complexities and risks involved. By the way, the Figueroa Trucking Company quote to Veracruz initially was \$2,500 plus another \$500 for boat handling and \$600 to build a cradle.

At this point I was not very enthusiastic at the thought of the next leg to Costa Rica, which would be a long haul along an unfriendly coastline. My once-renewed Import Permit was expiring in May, and a decision

would have to soon be made to move on. I had completely discarded the idea of shipping *Grey Poupon* by rail across the Isthmus of Tehuantepec after talking the matter over with Blair Fuller, who had shipped his slightly smaller boat and had a difficult time of it. Also, I read a similar negative account in a Seven Seas Cruising Club bulletin which made up my mind once and for all.

I was considering applying for another Temporary Import Permit extension, leaving the boat in Acapulco for the summer if possible, when by chance I encountered a young English couple, Jane Bishop and Graham Marsh, at the yacht club. They had just come off an inbound yacht on its way to Alaska, and were eager to remain in warmer climes. Graham had an extensive sailing background in Europe as well as being navigator on this latest cruise. They both checked out very well, as everyone I talked to — including the owner of the British boat — seemed very well disposed towards them. So we



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struck a deal. They would sail the boat on to Panama and Florida for me, and I would pay for their expenses during the journey. In addition, I would offer them a cash bonus on arrival in Manalapan should the yacht be in good repair when they got there.

At the time, this was quite a risky transaction, but ultimately it worked out very well. I then returned to the States for one month, inviting Jane and Graham to remain on board at my expense until I returned, at which time our agreement would take effect. On April 6, I returned with a friend from the States and we departed Acapulco, the four of us for a three day sail to Puerto Escondido.

Confident that Graham had the boat well in hand, I left him there with instructions to sail directly to Punta Arenas or Golfito, Costa Rica, remaining at all times at least 120 nautical miles from the dangerous Central American coast. This proved to be a long, monotonous, windless leg for them. I

did not join them in Golfito, but when they called in upon arrival at the Balboa YC in Panama, I flew down for the Canal transit. This was accomplished on May 9.

Incidentally, the Balboa pre-Canal formalities were very quickly expedited and there was no delay to go through the Canal. The boat was measured Thursday the 8th with Application for Transit the same morning. The next day the pilot boarded us at 8 a.m.; and we entered Miraflores Lock at 11:30 a.m. We rafted up to a larger yacht — presumably the best way for a small vessel to go up the locks — provided those on the larger boat know what they are doing! The transit went very smoothly, but due to our slow motoring speed — barely five knots — we were required to wait several hours on the north side of the lake before being able to descend through the Gatun Lock system at midnight. We arrived at Colon YC at 2:30 a.m. on the 10th, and remained there that morning.

After a quick topping off of provisions, we headed out under sail at 2 p.m. for the San Blas Islands by way of Portobello, a lovely sheltered bay where we spent the night in calm water 50 yards from the cannons of an old Spanish fortress in ruins. The next morning we sailed all day closehauled on a port tack in a steady 25-knot breeze and reached Porvomere Island in the San Blas at sunset, just in time to nip in past the treacherous bar. Here, we spent three grand days exploring the nearby islands and coral reefs. It should have been three weeks! Unfortunately time pressed, and Tory, my fiance, who was accompanying me on this cruise, and I had to fly back by way of the San Blas daily air shuttle to Panama and on to the States. We left Graham and Jane to sail on to Grand Cayman Island.

They completed that leg in five days, mostly closehauled on starboard tack in heavy winds. As I was unable to meet the boat in Grand Cayman, Jane and Graham, after a few days respite, sailed on to Key West on their own. They arrived a week later

after a fairly rough passage north of Cuba, where they encountered the worst wind and wave conditions since they had left Acapulco. Their entry into United States with *Grey Poupon* was very smooth, however, as they were neither boarded by the Coast Guard or Customs — this despite the boat's more than one year absence from U.S. waters.

On arrival at Manalapan on June 10, *Grey Poupon* ended its 15-month journey in very good shape with nearly no visible wear and tear except for a slight rip in the 12-year old mainsail. Everything was in perfect working order as on the day of departure, including the 12 hp BMW diesel engine, the Magnavox 2102 SatNav, both Datamarine depthsounders, the ICOM VHF, and Monitor windvane. Only the Texas Instruments model 3000 SSB radio and Tillermaster autopilot had needed servicing, this while I was in Acapulco. Both units were repaired for free under warranty by their manufacturers.

In closing, I would like to comment on the friendliness of the Mexican people. While we visited there, we did not meet a single person that wasn't all smiles and helpful. Everywhere we went we had nothing but the most pleasant encounters. "Amigo" seems to be the password in that country. This contrasts with the rather surly people we encountered in Panama — except for the San Blas Island where the Cuna Indians are most friendly.

It's a long way to go from San Francisco to Key West, Florida, for a 30-ft boat. So many things could have gone wrong during the 15-month period *Grey Poupon* was on its way, that I really consider myself very lucky to be able to look back on a nearly perfect, trouble-free trip. When I departed San Francisco I was really quite apprehensive about the problems I might encounter, and felt very much like an explorer leaving for the great unknown. However, everything went off so well that I really look back with satisfaction on this rewarding once in a lifetime experience for me.

CHANGES

— *jim grey*

Ozma — Steel ketch Spike and Elise Newman Victoria, B.C. to Alaska (Richmond)

If you remember, Ozma arrived in Victoria, B.C. way back on May 13. We moored in front of the Empress Hotel while clearing customs nearby, then found a berth around the corner at the foot of Fort Street government docks. They have new 15 and 30-amp electrical outlets and good lightning. The fees are reasonable, but your stay is limited to 72 hours. When our time was up we motored to Pender Harbor and anchored in 6 fathoms of Garden Bay mud. (Note: No apples or potatoes can be brought into Canada.)

The following day we motored up Agamemnon Channel and into Hotham Sound in order to get pictures of Freil Lakes waterfalls, which are marked "conspic" on the chart. They drop 2,000, and are. The scenery from Jervis Inlet — at the foot of the falls — is really magnificent. Five to 10,000-ft snow-capped mountains rise on both sides, and there are lots of waterfalls. The only mar on the scene is the logging operation that goes right up to the snow.

Our next stop, Princess Louisa Sound, is also renowned for its beauty. It is entered via the famous Malibu Rapids. Seven to 9-knot currents run through this 100-ft wide area, and displacement boats find it best to wait until slack water — either low or high — to traverse it. One of the first sights you'll see upon emerging on the other side is the Malibu Club, which was constructed in 1945 by Tom Hamilton of United Aircraft and Hamilton Standard Propeller fame. It was then a resort for an elite, wealthy clientele. I myself visited the property back in the second year of operation.

Today the Malibu Club is operated by Young Life, a Canadian/American operation that seeks to capture the attention of the

typical teenager long enough for an intelligent look at the Christian faith. Boaters are welcome to stop and look around, but there are no guest accommodations — unless you count the snack bar, the Totem Inn, and gift shop. During the summer months, a 90-person staff oversees 250 to 300 young people.

Four miles long by 1/2 mile wide, Princess Louisa Inlet is framed by 10,000-ft Mt. Albert on one side, a glacier on the other, and more than 60 smaller waterfalls. The area around beautiful and famous Chatterbox Falls — at the head of the Inlet — is now a Provincial Marine Park. It was acquired by the Canadian people as a gift from James F. "Mac" McDonald, who had acquired the property in 1927.

Mac was a colorful character who spent his summers living aboard his motorboat — it's 60 miles from the nearest road — and maintaining the guest floats and greeting people. In 1953, Mac made the decision to "turn this property over to the yachtsmen of the Northwest," thereby ensuring the preservation of this enchantingly beautiful place for future generations. Mac described the area as "one of the most spectacular beauty spots in the world. To me it is Yosemite Valley, the fjords of Norway and bits of many other places all wrought into the background of our Pacific Northwest conifer forest."

Mac spent his last summer — which was his 83rd — at the Princess Louisa Provincial Marine Park back in 1972. He died six years later.

Our next major stop was Westview, British Columbia, a port town next to the Powell River lumber and paper mills. Westview has two harbors, one for small local boats and another for bigger boats and transients. It's equipped with power and water and the rates are reasonable.

We found the tour of the MacMillan-Bloedel Mills to be well worth the time, although the older water-driven machinery — which went into operation in 1912 and we saw running 14 years ago — was no longer in operation. The new computer-controlled news-



print machine makes 220-inch wide sheets at a rate of 3,500 feet per minute or 573 tons a day! The log booms and pond here are protected by a number of World War II shops built of ferrocement. They have been anchored together the last 40 years to form the breakwater.

At the end of our four months last summer in the lower British Columbian waters — having taken in all the inlets and major islands south of Queen Charlotte Sound — we decided next time to make a direct passage through this area in order to have time to see Alaska. So from Westport we stopped off in Frances Bay one night and then went through five rapids — Yuculta Rapids, Gillard Pass, Dent Rapids, Green Point Rapids, and Whirlpool Rapids — in one day! This route is safer and more picturesque than going past Campbell River and up Johnstone Strait. There the heavier tidal currents and whirlpool sunk three 55-ft fishing vessels in one night last year.

The next stretch of the trip was critical as most of the 80 miles is unprotected from the open northwest sea, and then crosses Queen Charlotte Sound. As fair weather was pre-



dicted, we proceeded with a planned overnight stop at Staples and Kent Islands, which cuts the open water trip in half. Between these two islands is a narrow passage on the north side of an islet into a snug hurricane hole which can be exited in either of two ways. The bay shoals past the inlet, but is still deep enough for pleasure boats. There are other good anchorages in these islands, but most are on rocky bottoms whereas this is mud. While anchored here we enjoyed watching eagles fish the entrances.

The second leg of the open water passage before returning to the safety of the inland passage went smoothly also, as we passed the approximately named Cape Caution as well as Egg Island before coming to Calvert Island. Calvert has a good anchorage at Safety Cove, but we had been directed to a better one in Pruth Bay on the North end of Calvert Island. The bottom is rocky, but it's still a good anchorage. You must ask permission of the caretaker of the private property before walking the half-mile trail to the west

beach of the island. In wet weather it can be muddy through the conifer forest, and enroute you pass a small cabin with a grotesque face carved into the side of a nearby live cedar tree. The carving was very skillfully done.

After this anchorage we continued north past the old fish cannery at Namu where you can tie-up at some floats, and Shearwater you if you are lucky you can tie up at the Marine Company float and visit the post office, hotel, restaurant, marine ways, and fill up on gas. However we were advised by numerous persons that it was best to leave immediately after getting food and fuel and not to leave your boat unattended or venture on shore!

More on our Alaskan trip in the next issue.
— spike and elise

Cruising notes:

Heading south toward Mexico soon? In the past we've warned folks about the oil industry, vessel traffic and the unlit buoys and

barges in the Point Conception — Santa Barbara Channel regions. We're going to warn you about them again, especially after speaking with Harold Sommer. He and crew took the magnificently restored 100-year old pilot schooner **Wanderbird** in that area for a spell this summer and reported noticing both the hazards. The single bit of commercial traffic that gave Harold the most concern was a vessel dragging some sensitive instruments two miles astern — and unable to really alter course without disrupting their survey activity. As for the unlit objects in the Santa Barbara Channel, read James Grey's account in this *Changes in Latitudes*. So be on your toes in that area — particularly in thick weather or at night!

Bo and Ann Hudson recently returned home to Sausalito after a summer cruise to the Hawaiian Islands on their Freya 39, **Lionwing**. Everything went smooth as silk, and Bo was delighted with the way the boat sailed. He'd spent so much time putting it together that he'd only had it out sailing five or six times prior to their Pacific crossing. Their best day's run was just a little way outside San Francisco on the return trip, when they logged 176 miles in 24 hours — under double-reefed main alone. The Hudson's next trip might be to Mexico a season from now.

Speaking of Mexico, *Latitude 38* readers may remember reading about Dave and Sandy Delano, who lost **Firehorse II**, their Garden 41, while making an evening landfall on the Gulf side of the Baja peninsula earlier this year. We're pleased to be able to report — via Ventura yacht broker Larry Dudley — that the Delano's already have a new boat, the venerable 56-ft S&S ketch, **Circe**. Last seen, the lovely old racer was getting a completely new bottom job in Ventura.

Taking off on a cruise? Be sure to drop *Latitude 38* a little note telling us about it. Your friends would enjoy hearing about your plans and travels.

— *latitude 38*

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30 COLUMBIA

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COLUMBIA 29 1965 MKI. Well equipped with 8 sails, 2 anchors, Richie compass, KM, OigDS, RDF, quartz clock, barometer. Good strong cruising boat with 6'3" headroom. Sails better than most. It's Mexico season. \$18,000. (415) 357-9991 (after 6 pm)	RACER/CRUISER "SEA FIRE" 30-FT SLOOP Berkeley berth. Have ordered new boat for '86 TransPac. Must sell 1980 Buccaneer 295. She won '84 Singlehanded Farallones yet has never been abused. <i>Sea Fire</i> has been professionally maintained. New bottom paint Jan. 1984. Volvo Penta inboard diesel, folding prop, VHF, knotmeter, depthsounder, adjustable backstay, spinnaker gear, 4 bags sails all North. Sleeps six, galley, enclosed head, dual battery system, compass. Assumable 12% loan/qualified buyer. (415) 829-8712, 828-7407 (eves)	A BOAT FOR A REAL SAILOR The <i>Excalibur</i> 26' Sloop is not a house with a mast and sails on top. If you enjoy challenging and rewarding sailing on the S.F. Bay, buy this boat for \$6,500. Must sell. (415) 339-0607
NEW HOME NEEED Newport 20 needs a new home. Owner recently purchased larger boat. Fully equipped with galley, dinette, 2 jibs, spinnaker, o/b, sleeps 4, rigged for singlehanding. Perfect first boat — must see! \$5,000/b.o. Mike 655-7115 (eves)		J/24 Yellow hull with blue Micron 22 bottom paint. All class sails. 6 hp Johnson. Porta-potti. Knotmeter, compass, lifejackets, anchor/line, EZ tandem trailer, all in excellent condition. Buying larger boat. (415) 932-2900. Make me an offer I can't refuse.
NEWPORT 28 — '80 Well maintained, 110-150 jibs, new paint/varnish, 12 hp diesel, KM, VHF, slips 6, good Bay/ocean boat. Great inside, deluxe cushions, galley, navig. station. Exc. cond., head w/shower, extras. Handles well. \$25,500. Phil 408/925-3297, 415/828-3005	1969 56' ITALIAN MOTOR YACHT GM 12-71 twin dsl, cruiser 18k, max 23k. Twin Disk marine gear, 6.5WK Onan gen., Oceca 101 radar, Bendix autopilot, fully equip, many extras, good cond., slips 6, good liveaboard. \$80K firm, w/\$48K assum. 10% loan, Alameda berth. 415/635-5422	CLUB NAUTIQUE MEMBERSHIP Super sailing club on S.F. Bay. Instruciton, discount charters, free training yachts, club cruises, over 50 yachts to 58-ft. Value \$2,195, only \$1,700 plus transfer fee. (415) 459-3794 after Oct. 17th
KETTENBURG 40 1961, outfitted for cruising. Good condition. Aries, Farymann diesel (30 hp), Avon, S/L windlass. Plenty of navigation and safety equipment. Wood boat. \$39,000/B.O. Derek 485-6776	RANGER 20 — 1976 SLOOP Excellent condition, 3 bags sails, 6 hp Evinrude, VHF, Dodger, lifelines, brand new mast and rigging, EZ Loader trailer, all extras. Lots of fun. Easy to sail. Sausalito berth. \$6,900 332-5770 or 331-2590	FINN 14'9" Olympic class racer. Good condition, 3 suits of sails, trailer. \$950/offer. 527-7351 (eves)
1975 38' DSL. CUSTOM KETCH Cold molded covered in fiberglass 6 bags of sails, 4 anchors, new radio, wheel steering, dinghy, remodeled inside, great Bay and Ocean boat in excellent condition. Surveyed for \$70,000. Asking \$40K. Bill (415) 794-0305 (eves)	ISLANDER 28 — 1981 — ASKING \$37,500 Fiberglass sloop, main w/1 reef, 110% jib, spinnaker, spinnaker and whisker poles, 15hp Yanmar diesel, safety net, VHF, knotmeter, Windex, depthsounder, anchor tackle, Lewmar winches, vang, shore power, stereo, cushions, covers, 6'1" headroom, sleeps 5. Excellent condition. Call Stan 523-9638 or 521-4998.	GOOD GEAR FOR SALE 13' Zodiac MKII \$950. 25 hp Mercury outboard \$750. Oella OSO radar \$600. 7.2 kw Onan 110v generator \$1850. 10-man life raft with provisions and radio \$1200. (415) 435-9088
18' CLASSIC ATKINS CATBOAT Teak decks and trim, swing centerboard, removable cuddy, new varnish and paint, dacron sails, boat and sail covers, \$3,500. (415) 663-8384		SELL OR TRADE 3000 watt diesel generator condenser cooled with raw water pump for wet exhaust. Only two hours running time. \$2,500 or trade for electric windlass (12v), radar, SatNav, whatever cruising gear. Tom (408) 425-3723.
1984 CATALINA / CAPRI 30 First in Tahoe Sail Week Regatta, Doublehander, etc. North sails, Navtec hydraulics, BMW diesel, Kenyon spars, and trailer. PHRF=108. Cruisalbe cabin. \$33,500/offer/trade. Call Lee (916) 891-8736 (n) or (916) 895-6464 (d)	FOR SALE: SPITZGOTTER 24' Classic pocket cruiser. Built in Denmark 1946 for heavy weather, but is a fast light air boat. 5 sails, 2 anchors, self-steering gear, many extras. Has been raced in Ancient Mariners. \$7,000. (619) 295-4622	WILDERNESS 21' Lewmar winches, 90 jib, 110 genoa, spinnaker pole, 4.5 hp Johnson OB, hauled, painted last year. Sausalito berth. Asking \$10,000. 929-4594 (days) / 824-9391 (nights)
"1 OF A KINO" — CLASSIC CAPE COO CAT BOAT Seadrift. Santa Cruz Harbor M-10. Crosby design, Atkins built '88. 18' LOA, 4,000 lbs. ballast. 4.5hp Mercury OB. Refastened '82, 1300 bronze nails, new skeg, watertight, Chesapeake Companion stove, 2 bunks. \$4,484.94. 408/475-6109 (8 am-8 pm)	PARTNERSHIP IN ISLANDER 36 Sausalito berth. Perkins diesel, 3 sails, equipped for cruising. Sail whenever you want. \$6,900 plus \$135/mo. Must sell. (415) 550-8981	WESTSAIL 32' — 'SVEA Back from South Pacific, eager to go again. SatNav, ham radio, autopilot, Aries, Avon and motor, 10 sails, nesting 2 piece dinghy, dodger, teak decks, 3 anchors, over 1000' rode, furnace, Volvo 36hp, much more. In S.F. 415/775-7279, 602/939-6749
PARTNERS WANTEOI 1977 ISLANDER 32 Excellent condition, beautiful teak interior. 3 jibs, Orinda autopilot. 50% \$3,000 + \$220/month (\$159 deductible). Jeff 469-9852, 788-2400	'79 CATALINA 30 Roller furling/jib, self-tailing winches, wheel, diesel, VHF, knotmeter, depthsounder, cruising spinnaker, electr. frig., 2 anchors, San Francisco berth, \$33,000. Call Breezy (408) 293-7687 (d), (408) 264-6308 (e).	GILMER OSEINGEO KETCH BY KENNER 8x26x32, fiberglass. S.S. rigging. A proud character at Coyote Point. 10 hp Volvo diesel, sleeps 6, also 2 children, S/S, radio & telephone, depth gauge, 3 anchors, 2 compasses, 6 sails, cover, 4 winches, fully found, C.G. approved. \$38,500/b.o. 344-0346
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SANTANA 27 Diesel, 7 winches, all halyards and reef line back to cabin top for singlehanding, VHF, fathometer, 120% jib (reefable), 140% main (2 reef points), spinnaker, 2 anchors, safety gear, custom wood interior. (415) 339-2891 (e), 339-3858 (msg.)	METZLER 12' — JUCA Inflatable boat, one owner, used only 6 times in fresh water, inflatable floor and motor mount. Can be seen in Sacramento or Bay area. \$950. (916) 331-4489	SEIOELMANN 37S 1980 sloop rigged, excellent condition, 24hp diesel, 643 sq. ft. sail area, fin keel, spacious cabin, working sails, wind dodger, tent cover, stove, frig, icebox, pressure water, must sacrifice, \$58,000. 571-1300, 747-0234 (eve). Ask for Dan
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<p>1970 COLUMBIA 26 MK II — MUST SELL Excellent condition. 3 sails, VHF, D/S, K/M, 5 bunks, galley, enclosed head, carpeted. Many extras. 14 hp and 6 hp O/B's. Priced well below market for quick sale. 941-5566.</p>	<p>26 TARTAN Rare 1974 Tartan 26 for sale. Good condition, 6 Barients, new halyards, lifelines and sailcover. 4 sails, diesel, VHF, RFD, lots of teak and much more. \$13,500. (428-9467 (d), 465-0797 (e))</p>	<p>CAL 2-34 Cruising model of Lapworth classic, S.F. rig, 4 cyl. diesel, wheel, H/C press. water, shower, CNG, cust. int. w/fireplace, dishware, full Signet instru., VHF, RFD, 7 Barients, dodger, spin., geneker, etc. Lots more. \$47,000. 415/524-0568, 655-6656, 820-5556</p>
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<p>45' EXPLDRER KETCH "HINAND" Stan Huntingford design. Equipment includes refrigeration, radar. Many extras. Priced for immediate sale. \$114,500 — offers considered. (415) 339-1506.</p>	<p>1977 ISLANDER 32 Excellent condition, beautiful teak interior. 3 jibs, Orinda autopilot, 2 cylinder Volvo diesel. Must be seen to be appreciated! Handles beautifully with a stiff feel. Outsails many 36's. \$48,000. Jeff 469-9852, 788-2400.</p>	<p>D'DAY 27 — 1977 Asking \$21,500 Fiberglass sloop, 2 mains with jiffy reef, 110% & 150%, knotmeter, VHF, electric & manual pumps, whisker pole, 10hp Chrysler outboard, Barients, vang, anchor tackle, shore power, spreader lights, bimini top, swim ladder, stereo, cushions, 6'1" headroom, excellent condition. Call Stan 523-9638 or 521-4998</p>
<p>SAILBOAT TRAILER FDR RENT EZ Loader, 4500# capacity, boats 22/26 feet long with full keel such as Dolphin 24, Bayfield 25, etc. (no fin keels please). My towing vehicle normally included. John Bailey (707) 485-0732</p>	<p>CATALINA 27' New Johnson O/B with alternator, 2 new batteries & new charger. VHF, depth, knotmeter, Barient winches, safety gear, whisker pole. 6' galley with stove, refrigerator, new cushions. Nicely maintained, Coyote Pt. berth. Greg (415) 342-0300 (d)</p>	<p>GOOD BOAT, GREAT LOCATION Selling partnership in 26' Pearson Commander. Large cockpit, full keel. Just hauled and painted. Marina Green berth. Very amicable partner. Nothing fancy, but a good solid boat. \$3,500 or B.O. (415) 454-6327.</p>
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CT 41 75 fiberglass ketch, Aries, raft, diesel, windlass, 6 bags sails, generator, incredible spares inventory, excellent condition. Circumstances dictate drastic price reduction for immediate sale. \$55,000. Box 772, Vallejo 94590.	"SADIE" IS FOR SALE Complete Refit '83-'84 36-ft custom gaff schooner, American built 1959, Alaskan yellow cedar, bronze fastened, oak frames, teak decks, plow steel rigging, Volvo MD28 dsl., fisherman stays'l & gollywobbler, Lectrasan, 1200 ft. digital depthsounder, VHF, RDF, wood-burning stove & propane Hiller-range. Ideal liveaboard, has cruised extensively & won many Master Mariner's trophies. Realistically priced at \$69,000. (707) 252-7632	46-FT LAPWORTH The <i>Nau II</i> , a modern flush deck sloop built in 1954, is a 5-time TransPac winner and a proven cruiser. She is a comfortable, dry liveaboard with new teak decks, Westerbeke diesel, Aries vane, Lorain C, shower, refrig., etc. Exc. cond. Asking \$55K. 236-9817
"FOXFIRE" — CUSTOM KAUFMAN 44 New '78, complete update '83. Goes fast, rates well. Cold mold, flush deck. Rod rigging, 6 station hydraulics, B&G, excellent sail inventory, finished interior. Beautifully designed, maintained & very competitive/at bargain price. Trade consid. 206/232-3275	36-FT CUSTOM GAFF SCHOONER American built 1959, Alaskan yellow cedar, bronze fastened, oak frames, teak decks, plow steel rigging, Volvo MD28 dsl., fisherman stays'l & gollywobbler, Lectrasan, 1200 ft. digital depthsounder, VHF, RDF, wood-burning stove & propane Hiller-range. Ideal liveaboard, has cruised extensively & won many Master Mariner's trophies. Realistically priced at \$69,000. (707) 252-7632	27' BAYLINER BUCCANEER SLOOP — \$13,500 Excellent condition, dry, galley, head, shower, radio, extras, sleeps six, teak and carpet, new Evinrude outboard. This is a strong, easy sailing, Bay and Delta cruiser, Berkeley slip. Must sell. (415) 848-4258 (work) / 524-6532 (home)
CATALINA 38 Save Broker's Commission! \$59,500! — 3 North sails, 8 Lewmar winches, VHF, knot, depth, Delta top, 2 anchors, and much more! Call Diane Ellis at (408) 287-9501 (d), (408) 377-8429 (e).	SAILING AT A SAVINGS 25' sailboat. Great Bay sailor for your weekend getaways. A bargain at \$5,500! Ready to go! Call (415) 534-5367.	WESTSAIL 43 Ready to go anywhere, this Pacific/Caribbean vet. is probably finest 43 on the coast; hard to distinguish from a new boat. Newport Beach slip. Must sell immediately, no reasonable offer refused, TD's or trades considered. (714) 673-6786.
YANKEE DOLPHIN 24' Sparkman & Stephens keel-centerboard design. New sails and electronics. Mahogany cabin. Pulpits, lifelines, teak hatches, trim. well-kept. A classic cruiser with surprising speed. With delta berth. \$12,950. (916) 481-3608.	26' INTERNATIONAL FOLKBOAT — BARGAIN \$12,000 or near offer for '70 Swedish F/G sloop. Must sell as new boat delivered. Good condition, new sails, new 7.5 outboard. Very safe, fast boat. Beautiful to look at, ideal 1st boat. Strong I.F. Assoc. active on Bay. At Emeryville Marina. 415/381-1519	ISLANDER 30 MKII '75 Teak trim and interior, CNG w/spare bottle, wheel, Volvo dsl., shorepower, 2 anchors, VHF, DF, speedo & log, 4 bags sails. never raced. Very clean. Strong Bay class. Has had little use. \$28,500. (415) 461-6347
PARTNERSHIP IN ISLANDER 36 Sausalito berth. Perkins diesel, 3 sails, equipped for cruising whenever you want. \$6,900 plus \$135/mo. Must sell. (415) 550-8981	HAWAII HOME AND WORKSHOP Newly built 3BR, 1BA. Two acres (can divide). Big island, 3 miles from Pahoe. 2,000 sq. ft. workshop, 600 sq. ft. studio. Landscaped, garden, abundant fruit trees. Seller motivated. Possible owner financing. \$80,000. Photos. (415) 420-9824.	1960 HINCKLEY 51-FT CENTER COCKPIT KETCH Mahogany on oak. Immaculate condition—cruise ready. Extensive inventory incl. Aries vane & 14 bags. Featured in Feb. 84 <i>Cruising World</i> , page 23. \$158K. Call Steve at (213) 398-3078. 4643 Purdue Ave., Culver City, CA 90230.
C & C 39 Race/cruise. '72, Volvo diesel, rod rigging, 14 winches, 7 galley, nav station, aft dbl. berth, VHF, Omni, ham radio, masthead strobe, RVG windvane, stereo, hot/cold pressure water, shower, workbench. Brokers protected. \$57,500. 702/293-3150	J/24 Competitive. new North main and jib. Johnson 6 hp OB. Dark blue poly. Oakland berth. Paul 521-6153 (e). \$11,000/offer.	FORD-LEHMAN 120 H.P. Change of plan, forced to sell, includes transmission. New, still on delivery pallet — \$7,500 or B/O. Call Nick or leave message (415) 345-5950.
MORGAN 38 PARTNERSHIP One-fifth share available in beautiful, bristol condition Morgan 38 w/Sausalito berth, furling jib, refrig., propane stove, great stereo & more. Low down payment. Busy professionals looking for 1 more. All maint./up-keep contracted. (415) 332-6424.	I WILL PAY YOU TO BUY THIS BOAT! 30-ft O'Day 1978 well equiped for Bay cruising offered at \$34,000. Call for specification and info on my creative financing. James L. Rodgers (408) 446-9183 (eves)	BALBOA 27 '78 w/new '84 trailer & 9.9 hp elec. start O.B., jib, main, bow/stern pulpits, lifelines, VHF, compass, porta potti, galley, sleeps 6, 6' hdmr., very clean. Shoal draft keel w/cast iron ctrbrd. Trail. \$17,500. W/o trailer \$14,500. 916/944-1874 or 944-1606/e
YANKEE 30 1976 well equipped S&S racer/cruiser. Recent LPU, custom interior, diesel, cruising gear. Tiburon berth. Priced to sell — \$28,000/offer. Call 461-8056 (after 6 pm).		TIME SHARE Sail S.F. Bay aboard a well-equipped bristol condition, Ericson sloop. Room for one more skipper. Compare the boat and price of \$925/year with anything else on the Bay. Call now and cruise to Bodega Bay free. (415) 339-2838.
YACHT WITHOUT A SKIPPER? U.S.C.G. licensed captain, 30 years experience, scuba cert. seeks position as captain on sailing yacht 60-75 ft. J.J. Ruffino, P.O. Box 5294, Richmond, CA 94806.	AMAZING GRACE Now for sale by her owners. This 41-ft cruising/racing cutter must be seen to appreciate her traditional beauty and immaculate condition. Call for viewing at her Alameda berth. An excellent liveaboard. (415) 922-8582 / (415) 953-4625	J/24 Fully equipped including trailer. No time to sail for me, a bargain for you at \$9,000. (916) 662-7553 (work hours), (916) 791-4318 (eves/weekends)
RANGER 37' Gary Mull design. Strong, stiff and sturdy. This boat has been to Hawaii and Mexico and is ready to go again. Rod rigging, oversize hardware, cruising interior and 3 pages of inventory make this a great bargain. \$59.5K and will consider trades.	BAHAMA 25 Full keel, spinnaker, upwind Berkeley berth, F/G sloop, recent survey, KM, VHF, DF, outboard, excellent condition. \$10,500/terms. 648-1395 / 775-7271	1973 VEE CUDDY CABIN/SPORTSFISHER W/tandem custom trailer. No engine or I/O; 32 volt refrigeration system; 1½" Jabsco pump (one w/manual clutch and one w/electric clutch); diesel stove; 32 volt Wood/Freeman pilot; Furuno LC 80 w/platter and antenna; Furuno recorder; clock and barometer; Furuno 24 mile radar; compass with balls; 32-24-12 inverter; Hitachi 12 volt TV; Regency VHF Sanyo stereo w/4 speakers; plus great deal of "dragger" fish gear. New mast from Nordic 40 w/damage. Contact Jim Jessie 982-6912.
Phone Ray (415) 254-1306	41-FT SEA TIGER FORMOSA KETCH 1971 Fiberglass hull, excellent condition, well equipped for liveaboard, full galley, 4 cyl. diesel, dodger, autopilot, liferaft, too many extras to list. \$59,000. (415) 592-2626 at work call Werner (415) 876-4780	



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24' WYLIE WABBITT Race rigged with spinnaker. Knotmeter, trailer and much more. Will take glass lightening as part trade. \$7,500 or offers. (206) 254-5135 or (503) 292-1097	1980 ISLANDER - 34 Dodger, ham, RVG vane, diesel, 110 and mechanical refer, anchor windlass, pressure water, propane stove, wheel steering, cabin heater, and much more. Will consider smaller boat in trade. (408) 624-8340, (415) 237-3251	NOR'WEST 33 Must sell this outstanding cruising boat. Please call for complete details. Price: reasonable and negotiable. Condition: extremely clean. (408) 426-1526 (eve) / (408) 425-6473 (day)
CAL - 30 '64 Lapworth design full keel cutaway forefoot. New BMW dsl., sails & interior. Press. water, halyard & reefing to cockpit. Spinn., knotlog, VHF, RDF. Aft deck hatch. Stern anchor roller. 2 Danforths & ample ground tackle. \$23K/offer. 818/348-6376	64' HAND SAILBOAT Currently undergoing extensive repair in Sacramento. Take over where I leave off. Ketch rigged, full keel, 6 sails, 371 GMC diesel, Onan gen., built 1940. \$42,000. Call (907) 345-2709	MASTER MARINERS WINNER Yankee Doodle. Fast Yankee One Design thoroughbred. 30'6" x 6'6" x 4'6". Stone built 1951 mahogany/oak bronze/lead. Comfortable daysailer cockpit and cabin. 2/2nds class. 1/1st OA. MM '84. Good sails, 6 hp Evinrude, cover. \$10,000. (415) 461-6347
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WANT TO CREW To warmer waters this fall-winter. Am into surfing and good health. Would like to sail with crew of similar interests. Have sailing experience. Cindy, 20635 White Oak Ct., Sonora, CA 95370. (209) 533-0410.		1965 ISLANDER 32 A great boat. 4 sails, VHF, 3 burner kero stove/oven, sea swing stove, good ground tackle, and much more. (209) 464-4877
SAILS FOR SALE Main: 3 reefs 42x16, good condition, asking \$450. Roller furling genoa plus equipment, excellent condition 47.6x45x26, new \$1600, asking \$600. Genoa: Perfect condition 29x30x23, asking \$450. (415) 343-5718 (7 am—10 pm)	ISLANDER 36 — PARTNERSHIP 1/3 share — 1976 model, well equiped, spinnaker. Great Bay and offshore boat. Berkeley berth. \$7500 down, \$194/month plus share berth/insurance/maintenance. Call 324-8771 (eves & weekends); 424-2640 (days).	BEST TAYANA BUY ON COAST 1980 37-ft Tayana cutter, well equipped with very low engine hours on 50 hp Perkins. Excellent inside & out. Owner will finance at only 9.8% interest w/20% down. Firm price \$78,500. (408) 739-0455 (e) or (408) 745-3561 (d). Ask for Pat.
37' STEEL SLOOP Van de Stadt design, built 1974. Hardchine. Aries vane, Mercedes diesel, 7 sails, aluminum mast, boom, pole. Has cruised Caribbean, lots of gear, exterior needs sandblasting and paint, interior needs rebuilding. \$22,000. (415) 591-1313.	RAWSON 30 / LIVEABOARD Cruising sloop, solid, beamy fiberglass w/6'1" headroom throughout. 12v & 110v electricity, alcohol range, telephone jacks, good condition. \$25,000. Consider partial trade for Santana 22. Lee (415) 541-1527 (work) / (415) 334-4969 (eves)	ISLANDER 36 Fully equipped, Barentt winches, Palmer engine with less than 300 hrs., Coyote Point berth. Best maintained I-36 on the Bay. Great cruising/racing boat. Original owner. \$52,000. (415) 574-1208 (eves)
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	1977 PEARSON 30 SLOOP Diesel, wheel steering, stove w/oven, six berths, fathometer, knotmeter, VHF, Dorade boxes, anchor, M.O.B. pole, more! Clean! 383-7337 (eves)	FARR 24 Singlehanded TransPac competitor. 7 bags, spinnaker. 150%, 130%, 105%, 85%. Dacron main, Mylar main, Cybernetics VHF, masthead ant., safety gear. Ready to go. Bargain at \$11,300/best offer. Peter Bird (415) 431-2299, 332-5073.
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26' CHRYSLER SLOOP Sleeps 6. Has galley and head. Digital depth. VHF. Must sell. Surveyed at \$12,500. Hurry, it's \$10,500. Call (707) 642-1205 (w). Harbored at Vallejo Marina.	TRADE REAL ESTATE For large sailboat. Beautiful pine-treed corner lot with foundation, floor joist, plumbing. In elite subdivision of So. Lake Tahoe, CA. One of the last buildable lots, due to a moratorium. Box 4661, Stateline, NV 89449.	NATIVE BLONDE TRINIDADIAN WOMAN (A RARE SPECIES!!) With much sailing experience is bound and determined to turn a fantasy into reality this winter by sailing her home seas. Do you need crew?? Reply Paula Camacho, P.O. Box 217, Monte Rio, CA 95462
SAILBOAT TRAILER '78 heavy-duty model. GVWR 10,000 pounds. Will take a boat up to 28'. Dual axles, surge brakes, electrical system, extension bar. Best offer. Located in Seattle, WA. Call (206) 774-5369	SEARUNNER 31 Very well built. Set up for liveaboard. Propane, Paloma, hot shower, refer, sunlog, fatho., stereo, RDF, CB, Achilles DT-4, 2 anchors, like new Suzuki 9.9, boom tent and many extras. \$18,000 firm. (408) 663-4101	BRISTOL 24 Salty, roomy, full-keel cruiser. Sleeps 4. Standing headroom. Has VHF, masthead strobe, 2 anchors, 7½ hp O.B. (w/generator) and double life-lines. A lot of boat for only \$8,500. 235-5419
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CREW POSITION DESIRED Professional couple wants to crew to South Pacific, West, or Caribbean. Off-shore experience, scuba diver, water oriented. Able to share expenses. Reply: 4619 Niagara Ave., San Diego, CA 92107 or (619) 222-4802, (619) 231-6666.	CATALINA 30 — 1978 Excellent condition. Ready to race or cruise. Diesel, 4 North sails, CNG, much, much more. \$29,500. 897-5837	LEAVING THE BAY AREA. MUST SELL Must sell my Clipper 30' fiberglass sloop. Excellent condition, spacious interior, sleeps 6. New motor, many extras. Sacrifice at \$9,500. Any reasonable offer will be considered. (415) 769-8422 (leave message)
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SANTANA 22 #727 Built in '77. One of the newest, cleanest Santana's available. Excellent condition, never raced. New bottom paint Aug. '84. Many extras. Wooden El Toro — boat and gear in good condition. Measurement certificate. Bob or Jerry Wharton 415/472-7528	CARBON FIBER MAST 49' in perfect condition. No standing rigging necessary. Built by Tillotson-Pearson for Freedom 32. Replacement value over \$15K. All offers/trades considered. Call Dan (619) 226-8372 (e)	WESTSAIL 43 TALL RIG CUTTER Bristol bluewater cruiser, comfortable liveaboard while you plan your voyage, factory finished, easily handled by couple, private aft and forward cabins, all wood interior, slip, extensive inventory, will consider small sailboat in trade. (213) 549-5582
1978 ERICSON 27 Fully equipped, wheel, diesel, knotmeter, depthsounder, 2 head sails, spinn., VHF, stereo, stove, 5 berths. Excellent condition, new bottom paint, Alameda berth. Asking \$26,000 or best offer. (415) 783-4096 (days) / (415) 523-1465 (eves)	ADONAI 48' Alden yawl built '38 by Quincy Adams. Perkins diesel, dbl. planked hull, bronze fastened, lead keel, Edison steering. Write P.O. Box 15401, Honolulu HI 96815, ph. (808) 941-4701 for full particulars. A real classic beauty.	CATAMARAN NARCA 5.2 very fast! Excellent condition. Has 6 to 1 main block, all Harken comes with Galvanized Easy-Loader trailer. White sails and hulls for that clean race look. 3800. Call Jim (408) 375-7043
TRADE ANYONE? 40 acre ranch. 2600' in Motherlode. Value \$135,000 — our equity \$70,000. 1/2 pasture-like, 1/2 forest with creek & dam. Solid 900' house, full basement, garage/stable. Looking for a cruising boat & some cash. (209) 293-7272	1976 CAL 2-29 SLOOP Excellent cruising boat with diesel engine pedestal steering, large cockpit, comfortable cabin, sleeps 5, outstanding inventory including Avon dinghy, North sails, VHF, RDF, stereo. For sale by owner. \$33,875. Call (415) 342-4921 (eves)	24' COLUMBIA CHALLENGER Strong, well-built boat, excellent for S.F. Bay sailing. Large cockpit, sleeps 4, 6 hp outboard. Active one-design racing class. Give away at \$4,200. Call Kevin O'Donnell at (415) 526-6329 (h) or (415) 864-1952 (w).
EQUIPMENT NEEDED Going to Mexico next month. Looking for good quality used Sat-Nav, sextant, SW Receiver & 6-man Avon. Call (209) 577-1213 (eves)	1978 CHEOY LEE 32 SLOOP Original owners have taken <i>Interlude</i> to places like Paris, Istanbul & Nassau. With refrigeration, storm sails, dodger, autopilot & lots more she's ready to go again — anywhere. Below market at \$59,500. We're anxious. (415) 236-5494, (213) 447-1916	NEW MAIL SAIL Lee; dacron; 7½ oz; 41'9" x 43'6" x 15'; 313 sq. ft. battlement with two reefs \$350. Two 29' catamaran hulls with cross members, new plywood & mahogany construction \$600. (408) 476-1297
ARIES 32 Beautiful Bay and offshore cruising sloop. Fiberglass hull with warm and bright teak interior. Over 30 Aries in Bay area. Diesel. Well equipped. Excellent condition. Sausalito berth. Partner(s) also considered. \$41,000. Owner (415) 383-8215	MINT ALBERG 35 — 1965 Compl. restored '84, new LP hull/decks, new chrome, 5 Excel headsails/new North main/Westerbeke 4-107/Bariant 27 ST's/Espar htr./Edson whl./Autohelm 3000/lcom/cold machine/new int./windlass/electr. \$59,500. Jon 206/241-1353, 365-3888/e	CAPE DORY 36 1983 model. Excellent condition. Call (415) 591-4879 (eves)
BEARFOOT VOYAGES Sail the Bay! Bareboat or Skippered (415) 381-4363	PRACTICAL SAILING CHARTERS located at Brisbane Marina Wright Allied 36' ketch Cape Dory 36 cutter	Charter for day / weekend / week (415) 591-4879 (eves)
PROUT CATAMARANS / WEST COAST DEALERSHIP The cruising sailor's only alternative. The NEW Quest 33 CS now available. Snowgoose 37 & Quasar 50. Used Demo Snowgoose 37 for sale. Best prices U.S.A. ENSIGN MARINE 625 Spruce, Berkeley, CA 94707 / (415) 527-3752	Wayne Moskow	523-2221 / 652-6919
NAU • T • KOL T.M. MARINE REFRIGERATION Custom built marine refrigeration. Systems designed to your specifications. AC/DC & engine driven systems. Sales Service Custom Designs 20 years experience Sausalito Schoonmaker Point (415) 331-7661	Boat Works Rigging — Commissioning — Repairs Marine Supplies & Sails — Dockside Service — Engine Work Alameda Gateway Marina 2900 Main Street Alameda, CA 94501	IHAWAII! Fast, comfortable 41-ft Newport sloop. C.G. licensed captain, delicious provisions, FM/TV, surf and boogie boards, etc. Only \$375 per person party of four for one week. Inter-Island Charters 44-130 Bayview Haven, Kaneohe, Hawaii 96744

WORK WANTED! FEMALE, 28, HAS EXPERIENCE

Restoring/loving/maintaining woodies, chartering, deckhand & crewed lots racing/offshore cruising. Spanish/French/creative cooking/haircutting/tap dancing on bowsprits included in vast repertoire. Shari Bondy, 1696 Kisber, Victoria, B.C. Canada.

FOR SALE

'80-'81 Catalina 27. Dinette int. Custom sails & 150 genoa. Instruments incl. DS, KM, windspeed, wind dir., VHF, Atomic 4 inboard, like new. Adj. backstay & many extras. Owner relocating. (415) 593-3697.

PACIFIC 21

Hull #4 of 30 Alemandi-built one designs, fixed keel, trailer, full cover, 6 hp Johnson, all safety equip., just haul out, Redwood City berth. I've had 5 years of fun, time to pass it on. \$3,000. Pete (415) 369-1961

1978 PEARSON 365 KETCH

Diesel, well maintained, \$68,000. (415) 331-6266, ask for Wayne

SANTANA 23

Beautiful like new Santana 23 with 5 Pineapple sails incl. spinnaker, DM, VHF, compass, 7½ hp Honda, deluxe trailer, plus more. Save \$5,000. Bristol condition. Delta area. \$17,950 (firm) (916) 758-4556

EASY GOING SKIPPER

Mid-40's, has 38-ft Morgan, need avid sailing lady to share with. Considering offshore in '85. R. Langdon, Box 66216, Seattle, WA 98166, (206) 824-0814 (eves).

HINCKLEY

35-ft Hinckley pilot sloop. Excellent buy. Asking far below market value. Recent survey, July '84. Private owner. (415) 522-2525

30-FOOT LAPWORTH MOTOR SAILER

Originally designed for scientific expedition to Galapagos. Gray marine diesel, 1,800-mile cruising range, Lectrasan, refrigerator, fathometer, autopilot, radio, 8-ft dinghy — \$20,000. Call (415) 461-4910 (d), (415) 883-7085 (e). Ask for Bill Sisk.

SAILING INSTRUCTORS NEEDED

Olympic Circle Sailing Club, Berkeley, now has openings for sailing instructors. Become part of a nationally recognized sail training program. Great boats, flexible scheduling, beautiful location, clubhouse, activities. Call 843-4202 for information.

'74 VENTURE 24

7.5 Mercury O/B, trailer, pop-top and canopy, KM, DS, W/S, like new. \$6,500/offer. (209) 521-6478 or (209) 524-1822

1963 TRITON

Hull sloop with custom top for sale, owners anxious: \$8,000 flat takes it. Includes sails, rigging, extras, and Sausalito berth. Atomic 4 engine. Wood top is painted. Sleeps four. Call Jeff at 388-6940 or Mardi at 381-1817. Will also take 2, 1/4 share, partners at \$2K each.

SANTANA 35 '81

Proven winner. Many extras. \$57,500 or Best Offer. (619) 483-2719 (h) (619) 265-5483 (w)

MARINE DOCUMENTATION

SANDRA K. HANSEN
Attorney at Law

2415 Mariner Square Dr.
Alameda, CA 94501

CREWING POSSIBILITY END OCTOBER

Cabo — Mazatlan — Acapulco — Costa Rica. Whole or Part. New 40-ft steel sloop. 332-0145 (eves, or leave message)

32' COLUMBIA SABRE 5.5

My creampuff needs a new home!!! F/G sloop, Bristol!! New head, all pumps, Barients, rigging, O/B, S/S sink/icebox. 4 bunks, lg. cockpit. New Everything!!! Sausalito berth. Bargain at \$12,750. (415) 332-7543 (after 6)

WANT TD BUY BOAT

F/G hull with trailer or cheap dock near S.F. under 20-ft and under \$4M. For Bay use and reasonable haul to fresh water by BMW 2002. Race it? Write: 1442 9th Ave., San Francisco 94122. Pix will be returned.

PEARSON 10 METER

1/4 partnership interest, beautiful, comfortable, 1975 33' sloop, new sails, diesel, wheel, VHF, depth, loaded with extras, S.F. Marina berth, congenial co-skippers, low and monthly upkeep. \$12,000. 956-3260 (d), 453-1139 (e), 324-0486 (e)

EXPERIENCED SAILOR, MALE 35

Will be in the South Pacific in the summer of '85; wishes to crew for cruising, possibly back to the States. Can help with expenses. Tim Dwyer, Al Hots Establishment, Bldg. 17, ACC Dhahran North, Mail Center, Dhahran, Saudi Arabia.

4 CREW PERSON'S WANTED

To share fun and expenses, of Mexico cruise Jan.-June '85, 53' sailboat, ex-race, well equipped, private berths, 2 windsurfers, captain and boat Mexico vets, \$600/week per person. Includes provisions. Box 827, 3808 Rosecrans, San Diego CA 92110.

LADY SUN-WDRSHIPPER, INEXPERIENCED SAILOR

With plenty of commercial cooking experience. Seeks situation as crewmember or other, leading to warm climate this winter. Robbi, 20600 Aldercroft Heights Rd., Los Gatos, CA 95030

MIRROR DINGHY

Hull #55395. Glassed over wood dinghy \$300. Trailer \$200. Excellent condition. (707) 447-7467 (call after 5 p.m.)

FURLING JIB SYSTEM

Hood foil, SS drum, 38-42 foot luff adj. with sail and cover, excellent condition. \$600 or best offer. (415) 522-1561

26' FAIRLINER CABIN CRUISER

Depthfinder, VHF & CB radios. Alcohol stove. Liveaboard berth. New pleasure raft V-8 200 hrs. \$8,950 or offer. 456-5657

CREWMAN AVAILABLE FOR EXTENDED PERIOD

Mechanically inclined, reliable young man with lots of sailing experience available for cruise, charter or delivery until Sept. 1985. Very able and willing. Easy to get along with. Non-smoker. Only need my keep. (415) 254-6302

'81 CAPRI 25

Owner finance at 12% or trade for car. \$14,500. Mint. (408) 371-7279

NO ANSWER?

Been sailin' and am ready for Mexico and beyond. See Sept. ad. Have done one coastal trip. Want sensual, patient, intelligent man to explore with. Arlene (707) 584-7605, 4371 Sunland Ave., Santa Rosa, CA 95407.

RESPONSIBLE YOUNG SAILING ENTHUSIAST

Seeks liveaboard situation. Willing to rent or provide maintenance. Easy Bay preferred but not essential. Please call Kathy (415) 644-1230, ext. 247 (between 8:30 am & 5 pm M-F)

HOBIE 18

Dissolving partnership. Freshly epoxied trailer. Priced for quick sale! \$3,475. (415) 654-1822, (415) 237-3509

THREE PARTNERS IN A 1981 CAL 39 ARE NEEDED

Three professional men are looking for three more partners to take an equal share in this beautifully equipped sailboat. We have owned the boat from new and limited sailing time forces the introduction of new partners. No downpayment is required and all expenses will be shared equally. Estimated cost is \$350/month. The boat is located in Alameda. For details call Brian (415) 783-4096 (days) / (415) 523-1465 (eves)

BRISTOL BRIGHTWORK LTD.

Winterize your boat!
Caulking/hull buff and wax — \$3 per foot plus materials.
Varnish, painting, general maintenance — \$15 per hour.
Call for estimate (415) 897-0575

SAILBOAT CHARTER

Beautiful Pearson 323. Low rates, no club dues, expertly maintained, 32-ft cruising sailboat. Sleeps 5, well equipped, warm dodger, berthed in Alameda (Marina Village). Call Jim (408) 973-8557 (eves), (415) 852-5152 (days). Bareboat, experienced skippers only!

CHARTER A NEW PASSPORT 40

SAIL the San Juan Islands.

Fast, comfortable 40-ft sloop, dinghy, propane stove with oven, refrigeration, VHF, stereo, head with shower, two private staterooms, full instrumentation, roller-furling headsail, and much more. Call (206) 821-1208 for more information.

SERENDIPITY 43 FOR CHARTER

For Cabo San Lucas Race.
New boat with tall rig. Proven '84 winner.
(206) 259-3157

ESTABLISHED CHARTER FISHING BOAT BUSINESS

OPPORTUNITY FOR SALE!!
Grossing approx. \$200,000 per year in greater San Francisco Bay Area.
Contact Ray Bergman (Agent) at (415) 924-4768

SWEDISH WORLD CRUISER

South Pacific veteran 30-ft sloop. Diesel, built 1978, all fiberglass, vane, autopilot, mint, ready to go again. (Albin Ballad). \$39,000 or best offer. (415) 522-1561

CAL - 27

Totally rebuilt in last year. 4 new sails, new thru-hulls, standing & running rigging, & electrical system, pop-top, stove & refinished interior. Includes 1982 9.9 hp Evinrude, dinghy & upwind Berkeley berth. Perfect condition. \$18,000. Will 841-6500 x.543

36-FT SLOOP

Collectors Yacht — 1927 Classic, 36-ft, 6 Meter Sloop. One of the "Original Sacred 6's". Much history. Major restoration, 1977. Insurance survey, August 1984. Priced right! Private owner. (415) 522-2525.

22-FT FALMOUTH CUTTER

Custom built mini-ocean cruiser. Tanbark sails, BMW diesel, teak interior and exterior, boom gallows, double lifelines, bilge pump, navigation lights, head, vang, VHF and many other extras. Call (916) 888-0142 (pm's only). \$36,000.

"WAIMEA" RACE/CRUISE TRIMARAN

33-ft crowther "Buccaneer". Fastest, seaworthy multihull on the Bay. 11 sails, well equipped for crewed & singlehanded racing. Ready to win. \$38,000. (707) 762-9547

BEAUTIFUL BROWN SEARUNNER 31

Builder forced to sell 5 year labor of love. Fixed wing, extended sterncastle, 40' foil mast, 4 sails, much teak & oak, new 10 hp Honda with remote controls. Ready to liveaboard or cruise. \$22,500. (916) 777-5130 or 777-5360 (message)

COLUMBIA CHALLENGER 24

Fiberglass construction, stainless steel rigging, pulpit and lifelines. 4 full berths, head and galley. 4 new North sails, genoa and spinnaker. Aluminum bridge for controls, many extras. Mint condition. \$6,500. 935-5140

24-FT WYLIE WABBIT

Ultralight, ultrafast (PHRF—150). Mint condition. Five sails, outboard, galvanized trailer. All offers considered. Located in Berkeley. (415) 486-1781 (home) / (415) 642-9154 (work)

1979 SEIDELMANN

30' racer/cruiser, 176 PHRF w/diesel auxiliary. 150% genoa, spinnaker pole. All sails in good condition. VHF, KM, DS, H&C pressure water system and shower. Much more all for only \$30K. Call Ed (415) 462-6315 (eves)

ENTHUSIASTIC, HEALTHY MAN

Of 31 years with much travelling experience is looking for a cook position — (know how to speak English, French, Spanish) to travel anywhere in the world anytime. Micheal Germain, c/o 161 Inverness Way, Alameda, CA 94501, (415) 521-7095

LIFE RAFT

MP-S6 Zodiak 6 Person Container. Brand new. Never used — always in storage. (415) 728-5046

CREWMAN AVAILABLE

23-year male. Desired destination — South America. Hardworking, common sensical, easygoing. Minimal ocean sailing experience but intelligent and a quick learner. Willing to cook, clean, chart, etc. Certified scuba diver. Spencer (415) 567-3462

NOR'WEST 33

1980 Chuck Burns classic cruiser. Full keel with cutaway forefoot, pedestal steering, Combi D/S, K/M, VHF, sail covers, 90 jib, genoa, mast steps, Yanmar diesel with 400 mile range, 60 gal. water, CNG range and oven, custom teak interior bristol condition. Sausalito berthed.

(707) 578-3955

\$49,950

OFFER OR TRADE

36-ft Ketch. Fiberglass, hull. Documented. Mercedes diesel. Emergency raft and steering, sailing dinghy. Aries Vane, 4 anchors, rode chain 200' 3/8", nylon 300' 5/8", windlass 2 speed, 2 bilge pumps, 5 berths, VHF, RDF, log, depthsounder, San Francisco berth possible.

Quest (415) 471-2377

WANTED: BOAT MAINTENANCE WORKERS

Full and part time positions available in our charter yacht maintenance department. Experienced preferred. Olympic Circle Sailing Club (415) 843-4202

BRISTOL CUTTER

Cutter type, round bilge, steel, nice lines. 32.6 LOA, 26.6 on deck, full keel. Exterior finished. Mahogany hatches. Mast, sail, new diesel engine. Interior needs completion. Surveyed. \$20,000/B.O.

(415) 364-6403 (leave msg.)

1978 NEPTUNE 24

Cancer has forced a proud skipper to sell his most prized possession. Anyone who has ever seen *Tenacious*' bright yellow hull and brilliant blue racing stripes, will certainly attest to the fact she is perhaps the finest trailerable ever to sail the Bay. Her inventory is endless and her condition is superb. Call today for an appointment or ask for her owner's personal brochure. If you come to see *Tenacious* and feel your trip was in vain, we will gladly take you out to dinner at our expense. Steve & Karen Eichman (209) 823-8012

SANTANA 22

Hauled July '84. New bottom paint. New head. 7½ hp Honda O.B. (almost new), main and 3 jibs, whisker pole, pulpit, life lines, anchor and rode, life jackets, main traveler, boom vang. \$5,500.

583-6152

EASY SAILING

Inexperienced man 58 seeks knowledgeable first mate or co-owner to buy trailerable boat. Sea of Cortez winters, Delta and San Juans summers. Details write John Ward, P.O. Box 9642, Berkeley CA 94709.

PARTNERSHIP WANTED

In 20' to 27' sailboat. 1/2 or 1/3 of well maintained and equipped boat for Bay cruising that is fun to sail. Prefer low equity and payments. Sausalito or Berkely berth. Call Joe (415) 751-4192 or 777-0900.

FOR SALE — AVENGER LORAN C RECEIVER

By II Morrow, model 502 B, \$1,000. Complete with antennas. Accurate. See at 2 Genes Aviation, South Santa Clara County Airport, San Martin, CA. Phone (408) 683-4102.

H-28 — MODIFIED, DOUBLE PLANKED KETCH

Rigged for safe, easy sailing. 29'5" LOA, 8'11" beam, 3'9" draft. Copper fastened. White hull, masts. Brightwork cabin sides, coaming, bowsprit. Beaut. varnished wood joinery, spotless accommodations 'tween decks. \$32,000. 415/820-0748

RANGER 23

Loaded cruiser/racer. Many extras including 5 Barenti winches, 7 sails, spinnaker gear, knotmeter and compass, lifting gear, new cushions and carpet. 6 hp OB. Excellent condition. Hauled 4/84. \$11,950.

(415) 479-9606

CREW WANTED

M, 23, UCB student, non-wealthy 24' race/cruise sailboat owner w/abnormal ocean/sailing obsession wishes to find healthy, athletic, similarly obsessed person of other gender for weekend sailing/possible racing. Jeff, 1865 Euclid #38, Berkeley 94709

SANTANA 22

Sausalito berth. Good shape, fully equipped with head, clean throughout. Evinrude O/B. Main, 150 & storm. New sail covers. Priced to sell \$4,600.

898-1177

APHRODITE 101

33' F/G sloop, ideal for shorthanded racing/cruising. Self-tacking jib, Autohelm, rod rigging, spinnaker, Signets, VHF, completely equip't teak interior, I/B diesel, light blue w/Gray Treadmaster deck, absolutely like new. \$46K. 415/962-0613/e

1970 CASCADE 29

Beautiful condition, 16 hp Volvo diesel, VHF, depthmeter, knotmeter and trailer. \$17,900.

Call (209) 369-7043

OLSON 30 "CARINA"

Launched 11/82. '83/84 season champ. Horizon/VHF, Signet 1000/1500, 2 Plath compasses, AM/FM/Cassette stereo, 18/22/23ST Barents. DeWitt main; 70% & 100% Dacron jibs; 150% Mylar jib; 100% & 85% spinnakers — all in very good condition. Ulmer Kolius inventory used 5 times — main #1 & #3 Kevlar; 100% 1/2 oz. spinnaker. '83 4 hp Evinrude. Many more extras. Epoxy/Baltoplate bottom. Superbly maintained at Brickyard Cove E-6. Transferred to Alaska. \$39,000. Call Tim Lane (415) 381-2345 (eves) / (415) 979-8568 (days)

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EMERYVILLE MARINA HAS SLIPS AVAILABLE

25-ft to 60-ft in length. At \$3.25 per foot for a single slip and \$4.05 per foot for a double slip.

Contact Administrative Offices at: (415) 658-8732

or the Marina Office from 1:00 to 3:00 p.m. at (415) 643-3114

EMERYVILLE MARINA at the foot of POWELL STREET

PEARSON 31

Beautiful boat, little used, well maintained/well equipt/w dsl., wheel, digital instruments, VHF, RDF, stereo, high-aspect 7/8 rig w/tapered spar, spinnaker, more. Must sell, willing to accept exceptionally low price, \$35K, for quick cash sale. 415/966-1795

MUST SELL BALBOA 26

Trailer. 15 hp Johnson. Dbl. reef main. Jiffy rigged. 150 genoa. Storm jib. New radial drifter. Extra set shrouds. L.P. gas stove. New running rigging. Compass. Knotmeter. Levelogauges. Windex. Many extras. \$10,950. (209) 526-5604.

RANGER 26

VHF, depth, knots. Rigged for singlehanding. Two jibs, Honda O.B. With berth. \$14,000 or best offer. (408) 246-4300 x 2538 (weekdays), ask for Kim. (415) 342-2838 (weekends).

ISLANDER 30

'69 w/Atomic 4, gas i.b., main, lapper, 170% genoa, VHF, compass, D.S., pulpits, lifelines, preventer-boom vang, flush deck, full keel, good headroom, galley, sleeps 6. Good condition, recent survey. Asking \$21,500. 916/944-1874 or 944-1606/e

COLUMBIA 50

Hull/deck, anon. cap. rail, 60 hp Isuzu, fuel and water tanks, ped. steering. Ready for water. No interior — design your own. Owner has change of plans. \$52,500. (415) 521-6937.

34' S & S YAWL

1937 Fellows & Stuart cedar on oak, extensive structural upgrading, rebuilt Perkins diesel. New Pryde sails, 2 jibs, drifter, dinghy, D/S, VHF, full safety equipment, 2 burner kero stove, sink, mahogany interior. \$29,500/B.O. (415) 459-1349

25-FT TRIMARAN-PIVER NUGGET

Needs good home — in dry dock — all rigging, sails, etc. 488-0522 eves 388-8617. Best offer or trade.

RHODES 22

Beautiful condition, roomy cabin & cockpit, good cruiser & fast. Roller furling jib, jiffy-reefed main, Honda 7.5 hp outboard, Danforth & Viking anchors, Achilles 4-person inflatable dinghy. Knotmeter, depthsounder & polyaxial compass with night lights. Running lights at cabin sides & stern, plus masthead tricolor, plus masthead powering light visible 2 miles. Also Navtec binoculars, RDF, VHF, safety gear, tool kit, spare parts, & many amenities, including custom Delta awning. Excellent survey. New antifouling bottom paint 9/84. \$10,900. 361-8271

THE VALLEJO MUNICIPAL MARINA HAS AN OPENING

For a full-time Marine Attendant. \$1,422 to \$1,730 per month, plus benefits. Contact the City of Vallejo Personnel Department for applications at (707) 553-4364.

30-FT CUTTER

Oak frames, mahogany planking, teak deck and cabin. Full electronics. Atomic 4. Roller furling. New sail covers and upholstery. Propane stove. Excellent condition and sails beautifully. \$19,500/offer. (415) 498-7089 (d), (415) 881-0546 (e)

SUNSET CHARTERS

Skippered charters on the San Francisco Bay.

Luxurious 34' C&C Sloop. \$200/day — maximum 6 persons. (415) 229-3907 / (408) 741-1260

ERICSON 35 MARK II

Special edition with full teak interior. Full combi instrumentation, refrigeration, all leads to cockpit. Canvas covers for all hardware, hatches and teak. Full dodger. \$65,000/Best Offer.

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CATAMARANS — USED

15' Sea Spray, \$1300. 15' Prindle, \$1845. 16' Prindle, \$2195. 18' Prindle, \$3400. 18' Sol Cat, \$1995. 5.2 Nacra, \$2950. 5.5 Nacra, \$2995. STOCKDALE MARINE Carmichael (916) 944-1232 / Dealers for Prindle Cats

ESTABLISHED CHARTER FISHING BOAT BUSINESS**OPPORTUNITY FOR SALE!!**

Grossing approximately \$200,000 per year in greater San Francisco Bay Area. Contact Ray Bergman (Agent) at (415) 924-4768

WARRIOR CATAMARAN

Do you love sailing small cats? Are you ready for a move to a bigger boat? 29' LOA, 16' beam, 456 sq. ft., 2,000 lbs. \$28,000. Interested? Let's go sailing. Call Tom (415) 531-2372 (eves)

WEATHER FAX

Furuno — fully automatic. Used 9 days, 7 hrs., 49 min., 24 sec. on *Merlin* in Pacific Cup to Kauai. Rich Fordiani (415) 947-1140

TRAILER FOR 22' SAILBOAT

Structural steel channel construction, single axle, bunk supports. Comes with tongue jack and dolly, tongue lock, bearing buddy, two easy-mount mirrors, foam pads for mast. Always stored inside; excellent condition. \$1,200. 361-8271.

WYLIE 34 — 1980

Fully race equipped and ready to go. Excellent condition. Includes VHF, Loran C, autopilot, as well as usual meters. Call for complete list of equipment and features. Asking \$59,000. (415) 852-7530 (days) / (415) 326-9763 (eves)

COLUMBIA 24 MKI

Fiberglass full keel sloop. 5'9" headroom. Roomy, almost new rigging, modified rig, main, genoa, jib; full boat cover; winches, VHF, compass, anchor, water tank, toilet. Sleeps 4. Trailerable, a very forgiving boat. \$5500. 331-2663.

FREEDOM 21

\$1500 down. Take over payment of \$192/month. (415) 865-0614

UNION 36 — REDUCED \$6,000

Liveaboard cruising cutter, beautiful black hull, teak decks, Perkins 4-108, DS, VHF, shower, windlass, 7 Lewmars, 3 burner stove/oven, was \$78,000, now \$72,000. David (415) 857-6575 (d), 328-5258 (e).

CAL - 20 \$4,000

The experts agree — the Cal-20 is the perfect first boat. This one is in good condition and well equipped — including spinnaker — at an unbeatable price. Desirable Berkeley berth (O-Dock) available. 540-7968

49' CUSTOM CUTTER

Beautiful, British classic. Built '64 to Lloyds 100A1 to teak/mahogany to designs by Robert Clark (Chichester's Gypsy Moths, British Steel, etc.). Three cabins, fully equipped, extensive inventory. Excellent condition. \$110,000. (415) 826-9144.

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Yelapa, Mexico. Drop anchor in front of my house in Yelapa Bay. Rent a bed. Have a cold beer, hot shower. Water up. Watch your boat from land. 2 palapa (palm) houses share or private. Yelapa is 16 miles south of Puerto Vallarta. Call (415) 841-6500 ext. 340 — or cruise by Big Round Palapa on south coast. Look for casa. Cynthia/John (Old Salt) Williams, your hosts.

FARALLON 29

Exceptionally strong bluewater sailboat. Rugged, no bullshit construction. Proven design. Fine tune to your specifications. Detailed description on request. Oakland Estuary location. (415) 420-9824

PARKER 505 FOR SALE

Beautiful boat, many sails, 2 rudders, old trailer. \$1,500/best offer. Russell 841-8735 (eves/weekends)

STUART E. RIDDELL

Marine surveyor and consultant

(415) 332-9036

**FREYA 39 HULL & DECK AVAILABLE FROM BUILDER NOW!**

Over 40 of these full keel, double-ended, brutally strong fiberglass boats have been built on the west coast and been cruised to Alaska, New Zealand, Australia, Sweden, the Caribbean, Mexico, and Hawaii. You can get yours in any stage of completion from PETERSON BOAT COMPANY, 2112 Belle Ave., San Rafael, CA 94901

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Private dock for large motor or sailboat w/Bay access! Beautiful, immaculate, well-built waterfront home w/3 bedrooms, 2 baths, formal dining for comfortable living. Low maintenance yard, convenient to schools, shopping. \$369,500. Merrill Lynch Realty, (415) 456-0090

J/30 — 1981

Full race/cruise equipped. H&C press. water, Loran C, stereo, etc. Very clean, Santa Cruz sublet avail.

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Custom race equipped. \$16,800.

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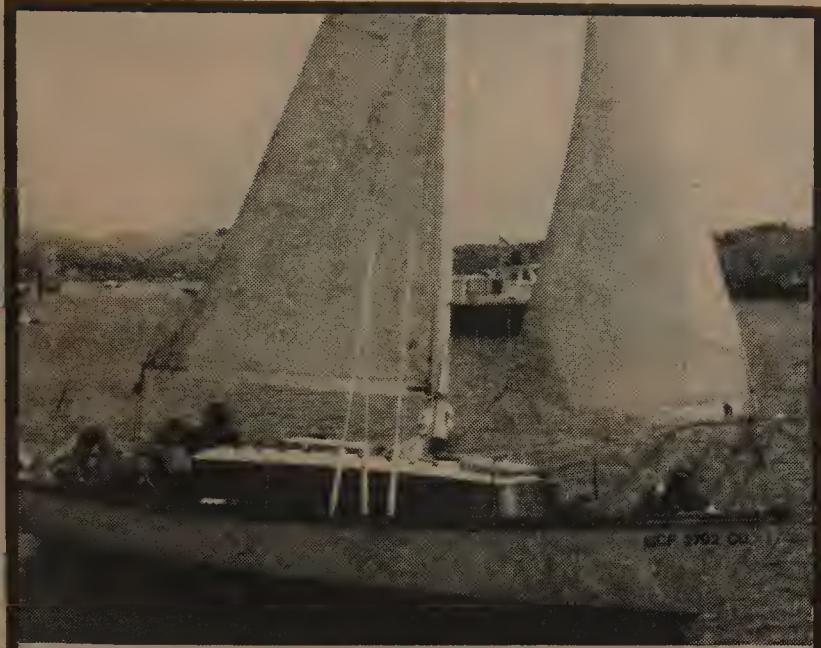
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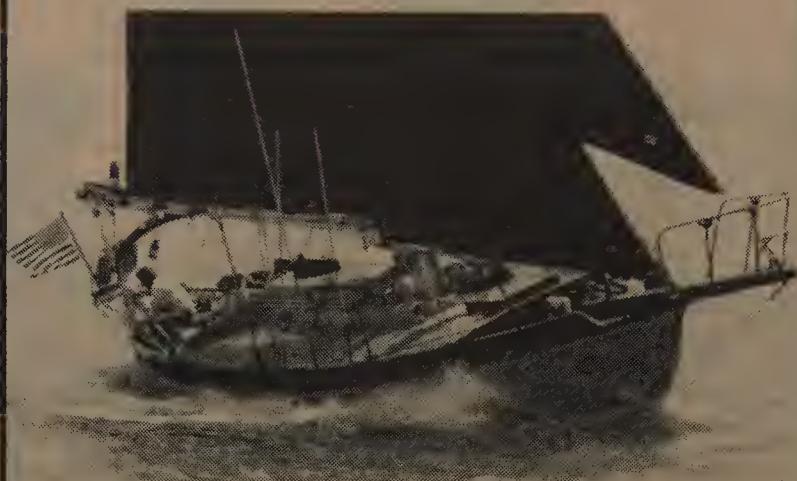
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Power: Volvo MD3B

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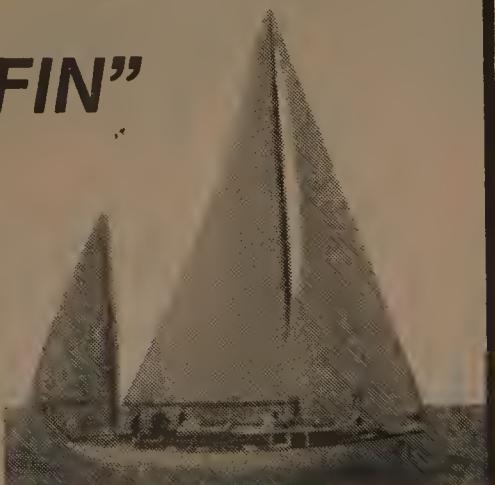
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Location (eg) San Francisco Bay
Brief description of vessel and/or location
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Deadline for January Mailing: November 30, 1984

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37' TARTAN '78. Deep keel, S&S dsgn, suited to W. Coast wtrs. Below market value	70,000
37' ISLAND TRADER KCH '77. Much upgrad. done, Angleman dsgn. Cruise ready	63,000
36' CHEOY LEE CLIPPER KETCH '70. Classic lines, much gear. S.F. berth.....	64,500
34' CORONADO '67. Excellent condition, roomy design.....	34,950
34' COLUMBIA '70. Roomy liveaboard w/refrig., wheel, VHF, RDF.....	34,900
33' VANGUARD '64. Exceptional condition, recent diesel.....	35,000
33' NORWEST '78. Quality Burns design, good inventory.....	55,000
32' ISLANDER. Heavily built long distance cruiser.....	39,000
32' PLANET CSTM SLP '72. Alan Smith design, NZ built strip-planked cruis. boat	45,000
32' ERICSON '74. Clean with VHF, knotlog, depth and wheel.....	32,000
32' CHALLENGER '73. Roomy fiberglass, San Francisco slip available.....	39,900
32' LAPWORTH SLOOP '60. Strip-planked mahog., clean & fast.....	29,500
31' TRADEWINDS '70. Very roomy f/g cruis'g sloop w/ample gear.....	27,000
30' ALBIN BALLAD '78. Very clean and cruise equipped.....	39,000
30' SANTANA '77. Wheel, diesel, spinnaker and more.....	36,000
30' FISHER '73. M/S, inside steer'g, dsl, radar, a.p., refreg, more. Exc cond.....	56,000
30' COLUMBIA '71. Roomy with good gear and clean.....	27,500
30' BALTIC CRUISER '61. New rig, new sails, needs some work.....	Bargain
30' YANKEE '73. S&S dsgn, 8 winches, gd inventory, hyd. backstay, more.....	29,900
30' U.S. '81. Volvo dsl, stereo, hot pressure water. Eager seller.....	36,000
30' NORTHSTAR 1000 '73. Fast S&S sloop, Atomic 4.....	20,000
30' ENGLISH SLOOP '69. Singlehander, vane, Avon, dsl & more.....	Offer
30' PEARSON '79. Atomic 4, VHF, clean.....	Offer
29' BRISTOL '77. Herreshoff design. Diesel.....	Inquire
29' COLUMBIA '65. S&S design, nice shape.....	19,900
28' HERRESHOFF Ketch '50. The real thing in very nice condition	Inquire
27' CATALINA '72. Atomic 4, VHF and more.....	Inquire
27' CAL 2-27 '76. Clean class boat from Great Lakes. Extras.....	Inquire
27' SANTANA '67. Race equipped, VHF, Hondo o.b.	16,500
27' ALBIN VEGA '76. Dodger, 5 sails, diesel, very clean.....	22,500

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration and the inevitable oízzare Snafu, please call and list your boat.

'85 HONDAS

- Four Stroke
- Quietness
- Efficiency
- Reliability
- Performance
- Solid State Ignition
- 60 Watt Alternator
- Remote Control (optional)
- Vertical Start (optional)



		List	SALE
2.0 h.p.	short shaft	495.00	\$425.00
7.5 h.p.	short shaft	1145.00	\$955.00
7.5 h.p.	long shaft	1165.00	\$975.00
10 h.p.	short shaft	1355.00	\$1125.00
10 h.p.	long shaft	1375.00	\$1150.00

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Dealers for: **PANDA 34 Cutter**
PANDA 38 Cutter
BABA 40 Cutter, Ketch, P.H. Cutter
PANDA 40 Cutter, Ketch, P.H. Cutter
TATOOSH 42 Sloop
PANDA 46 Cutter
LIBERTY 458 Cutter
TATOOSH 51 Cutter and Ketch

Selected Brokerage

HUNTER 25

This 1974 HUNTER 25, fully equipped for S.F. Bay & Delta, as a pocket cruiser. To include full spinnaker gear & more. \$9,500 or best offer.

ISLANDER 36

This 1980 ISLANDER 36 is cruise ready from her roller furling/reefing 130 genoa to her s/s bar-be-que, dodger, stereo and diesel. \$89,000 or best offer.

TAYANA 37 PILOTHOUSE

This 1980 in a long cabin T-37 pilothouse has just completed a year of cruising in Mexico. She is fully equipped for offshore and coastal pleasure. In "Boat Show" condition. Asking \$85,000.

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CT 41 KETCH
Needs work, bank repo.
Try \$40,000.



ERICSON 29
Well equipped, 2 listed,
one you might buy for
\$22,500.

SAIL — PARTIAL LIST

22'	PEARSON ELECTRA, full keel, anxious	try	\$4,500
24'	VENTURE, new sails, loaded with extras	try	3,750
25'	VENTURE, clean w/trailer	try	5,000
25'	LANCER, '75, very clean	try	6,500
25'	CORONADO, cruise ready, loaded	try	7,500
25'	SEXTANT, with 20 h.p. inboard	try	6,000
25'	FOLKBOAT with diesel inboard, rough	try	2,500
25'	PEARSON ARIEL, full keel	try	11,900
26'	EXCALIBUR, full race	asking	7,950
26'	HERRSHOFF Cat Boat, 1977	asking	12,950
28'	COLUMBIA '68, all trades considered	try	14,000
29'	ERICSON, full race/cruise	try	27,000
29'	SEAFARER, Rhodes design	only	14,500
30'	FISHER PILOTHOUSE ketch, radar, etc	try	55,000
32'	ISLANDER, full keel cutter	try	39,500
36'	ISLANDER, '78, diesel, wheel steering	try	50,000
41'	FREEPORT, bristol condition, loaded	try	99,000
50'	COLUMBIA, '66, outstanding, long list of gear	try	89,000
50'	GULFSTAR, '78 Motorsailer	only	130,000



36' STEPHENS CLASSIC
Just hauled & refinished,
twin Chrysler crowns. A beauty.
Only \$16,000.



30' VEGA TRAWLER
"Voyager" model. Great shape,
loaded w/equip, very roomy.
Try \$30,000.

POWER — PARTIAL LIST

19'	MERCURY SPEEDBOAT, '53	try	2,500
20'	CHRIS SPEEDBOAT, '47, \$22k invest	only	10,000
23'	SEABIRD, twins, Flybridge, trailer	try	10,000
24'	SEARAY, like new with trailer	only	12,500
25'	ALBIN double cabin, with diesel	try	13,500
25'	CARVER, '78, Flybridge Sedan with diesel	try	14,500
26'	TOLLYCRAFT, '77, bridge, Sedan, repo	try	12,500
28'	TAHITI CIGARETTE design, '81, w/trlr	only	25,000
32'	STEPHENS Sedan, A-1, in configured berth	try	12,500
34'	CALIFORNIAN Trawler Sedan, twins	try	64,000
36'	CHRIS tri-cabin, '70, loaded, repo	try	20,000
36'	LIVEABOARD with 671 diesel, very clean	try	12,500
36'	SPORTFISHER, large deck, A-1	only	7,500
36'	STEPHENS Sedan, twin diesels	try	20,000
40'	HUNTER Sedan, twins, great liveaboard	try	20,000
43'	STEPHENS Classic tri-cabin, '30	try	24,000
47'	LAKE UNION Classic, cat diesel	only	35,000
65'	A.V.R., converted to a fancy yacht	try	36,000



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KING FISHER 22'
Diesel, trailer, cruise-equipped
\$16,000



LAKE UNION 45'
Twin dsls, liveaboard,
w/covered berth
\$69,500

LENGTH	SAIL	ASK'G
18'	DE ketch	\$2,500
20'	FLICKA, clean, diesel	Offers
22'	HERRESHOFF Eagle, gaff	4,900
22'	KING FISHER, Chinese rig	16,000
24'	COX English sloop, M-M veteran	8,900
25'	HUNTER, loaded, trailer	25,000
26'	BALBOA, loaded, trailer	12,500
26'	PACIFIC CLIPPER, teak, diesel	12,500
26'	"MAGIC BUS", full race, 1/4 T	Trade / Offer
27'	CORONADO, clean	15,000
28'	H-28's	3 start'g at 17,000
30'	FARALLON sloop	38,500
30'	GARDEN sloop	22,000
30'	SAN JUAN sloop	27,500
32'	WESTSAIL's	3 start'g at 39,950
33'	WINDWARD sloop, cruise equipped	29,000
35'	CORONADO, liveaboard	38,000
37'	ALDEN schooner, classic	47,000
38'	KETTENBURG K-38	25,000
38'	LAURENT GILES sloop, "Tilly Whim"	38,000
38'	SEATRADER steel ketch	79,500
39'	ERICSON	59,000
41'	MORGAN, repo number 2	Offers
41'	S&S AUXILIARY sloop	45,000
42'	CHAPPELLE schooner, custom, '79	69,995
44'	LA FITTE, trade down, with slip	Offers
44'	STAYSAIL schooner	35,000
45'	BURNS NZ ketch	108,000
68'	CULLER topsail schooner, "Elias Mann"	165,000



K-38
Asking
\$25,000



BURNS KETCH 45'
World Cruiser
Asking \$108,000

POWER

24'	FIBERFORM, commercial license	14,000
28'	FARALLON fishing boat, repo	Offers
30'	BAYLINER, power cruiser, immaculate	30,000
32'	MONTEREY Classic, commercial fish-boat	22,500
35'	MONK ROUGHWATER Trawler, aft cabin	49,000
41'	MONK ROUGHWATER Motor Yacht	94,500
45'	LAKE UNION, immaculate	69,500

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11½% Fixed Interest
15 yr. Financing



TUGBOAT

Ex 12 meter tender, the perfect yacht club launch or gentlemen's tug. It will fish as well as it tows. Classic looks, Bristol condition.

\$35,000



SISTER SHIP

C & C LANDFALL 38

The cruising 38 that shows her stern to the pack and offers luxurious living at anchor. This one owner Landfall is perfect in every respect and is a must see.

\$88,950



C & C 35 MKI

Excellent Bay and Coastal Cruiser. Stiff, good gear and very well maintained.

\$54,950



OHLSON 38

A lively Swedish design. Built in 1970. L.P.U. topsides and spars. All halyards internal and spinnaker pole with offshore fittings. Lots and lots of sails. A very quick and pretty boat.

Asking **\$56,500.**



ERICSON 27

Inboard, instruments, legal head, three sails. This 1973 one-design class yacht is perfect for the Bay.

Now **\$20,000**



EMPTY BERTH

Your boat should be in this slip and picture if you really want to sell. Maximum exposure makes the difference! Being displayed at our marina and advertising can make the difference. Call today (415) 523-7474.



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15 yr. Financing



BRISTOL 38.8

New Bristol 38.8 with dark blue hull, custom teak, and s/s fitted toe rail. Full electronics, wheel steering, propane stove w/oven, fitted racks with dishware. Exceptional.

\$119,000 ~~\$129,000~~



BRISTOL 41.1

Loaded centercockpit Bristol 41.1. Every option Bristol offers has been installed. Hood roller furling main and Genoa, radar, Loran C, pilot, refrigeration, etc., etc. Full teak interior . . . beautiful.

~~\$169,000~~ ~~\$198,000~~

C & C's GALORE — RACE OR CRUISE

30' C & C ½ TON 12 Sails, rod rigging, custom	37,500
★ C & C 35 MKI A sleeper, 2 from	35,000
★ C & C 35 MKII Lots of gear	67,000
C & C 36 Custom rig, loader	88,950
C & C 38' 11 sails, Loran C, B&G Inst.	65,000
★ C & C 38' LANDFALL R. furling very clean	88,950

CLASSIC CRUISERS

30' ALBERG OYDESSY Yawl Very clean, purists delight	38,950
32' PEARSON VANGUARD New LPU, clean, Atomic 4	28,950
32' PEARSON VANGUARD New rigging, auto-helm, DSL	35,000
36' CHEOY LEE Clipper Ketch, loader	64,500
40' PACIFIC 40 Yawl European Quality, BMW diesel	74,500
★ 46' GARDEN KETCH Loaded, 6 sails, diesel, proven	125,000

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CB/SWING KEEL — OB — TRAILERABLE — STARTER BOATS

★ 20' O'DAY W/TRAILER Ready to go anywhere	\$ 5,500
★ 21' NORTHWEST Diesel, Pocket Cruiser, Delta Special . . .	10,000
★ 21' SPRIT 6.5 w/Trailer Clean, simple, family fun, 2 from . .	6,500
22' S 2 GRAND SLAM 5 bags North, Spinn. & Trailing . . .	12,000
★ 2-24 CAL 3 Sails, anxious owner	7,000

EXHILARATING HIGH PERFORMANCE — RACE READY

★ 24 J-24 Class Sails, Spinn., priced right	11,500
25' SANTANA 525 Go fast, one design, 2 from	15,500
★ 25 SEIDELMANN 4 Sails, nice condition	14,500
★ 30' J 30 Very clean, lots of sails, ready to go	43,500
34' WYLIE 34 Class sails, good electronics	59,000
37' RANGER 37 New sails, full rig and equipped to race .	72,000
40' OLSON 40 Proven track record, Lots of inventory .	129,500
40' CHOATE 40 Custom built competitive ocean racer .	112,000

GREAT STARTER — CRUISING BOATS — IB & OB

★ 24' WINDARD SLOOP Full Keel, good sailor, classic . . .	7,900
★ 24' BRISTOL Full keel w/CB, go anywhere, US quality .	16,500
★ 25' TANZER 7.5 Sloop GOOD BUY	9,500
★ 25' PACIFIC SEACRAFT Diesel Cruiser, Very good value .	13,000
★ 25' ERICSON 25+ Inboard diesel, Headroom, Tiller . . .	29,900
★ 26' EXCALIBUR Sloop, 1 Design Racer-Cruiser	7,950
26' ISLANDER Sun cover, 4 sails, Bristol Condition . . .	25,000
26' PEARSON Needs TLC, Owner is anxious	15,500
26' INT. FOLKBOAT 4 sails, spinn., lines lead aft.	26,000
★ 27' SANTANA Diesel, 5 sails inc. spinnaker, lines aft. . .	18,000
★ 27' ERICSON IB/OB, good buys, 3 from	17,500
27' MORGAN BMW diesel, 5 sails, spinn. new wiring . . .	20,250
★ 27' BRISTOL Full keel, OB, clean, top quality cruiser . .	16,500
27' ERICSON Wheel, diesel, 4 sails w/spinnaker	28,000
★ 27' COLUMBIA 8.3 Inboard, Standing headroom, Offers .	24,500
27' SUN 27 Inboard, Bob Perry design, very clean . . .	27,500
★ 27' CATALINA 3 Sails, ready to go	17,000
★ 27' CORONADO Needs a nice home, 2 from	OFFER
★ 28' COLUMBIA I/B, none better on the Bay	17,000 19,500
★ 29' SUNWIND Diesel, 3 sails, European quality	39,500
★ 29' COLUMBIA IB, 7 sails w/2 spin	18,000 21,000

MOVING UP — COASTAL CRUISERS

★ 30' ISLANDER BAHAMA Wheel, Signet, clean	44,500
30' ERICSON Well equipped, 3 sails, Inboard	27,000
30' S 2 9.2 C Center cockpit, aft cabin, Diesel	42,000
32' ENDEAVOR Easy to handle, good sailor	55,000
32' ERICSON Inboard, well kept	34,000
34' CORONADO Aft cockpit, new LPU hull & top sides .	34,950
35' ERICSON 7 sails, new interior, Wheel, Spinnaker .	49,500
36' ISLANDER 36 Inboard, Tiller, Clean, make your deal .	55,000
★ 36' HUNTER Dodger, Dsl, s/t winches, R. Furling . . .	65,000

LIVEABOARD EXPERIENCED OFF-SHORE CRUISERS

29.9' BRISTOL Wheel, Custom Dodger, Electronics . . .	49,950
★ 30' ORION 27 Aries Vane, Diesel, Well equipped	44,950
30' BABA 30 Cruising Cutter, Electronics, Windlass . . .	66,500
31' MARIAH Cutter, Diesel, Dodger, Much gear	61,000
35' RAFIKI 35 Diesel, Generous teak, spacious cruiser .	67,500
★ 35' ISLANDER FREEPORT Loader for Cruising	106,000
37' GULFSTAR New sails, new interior, has cruised . .	80,000
★ 38' OHLSON Swedish quality, many sails, needs TLC .	56,500
38' DOWNEAST 38 Cutter, Diesel, 4 cruising sails	74,000
38' ERICSON 38 Tri-cabin, Diesel, late model, sacrifice .	87,500
41' BRISTOL 41 Center Cockpit, Aft Cabin, Loaded	169,000
41' NEWPORT 41 Rod Rigging, S/T winches, Furling . .	87,500
41' ISLANDER FREEPORT 41 Microwave, TV	79,000
★ 47' CHEOY LEE OFFSHORE 47, Honolulu Vet	115,000
★ 50' GULFSTAR So. Pacific Vet., loaded, better than new	185,000

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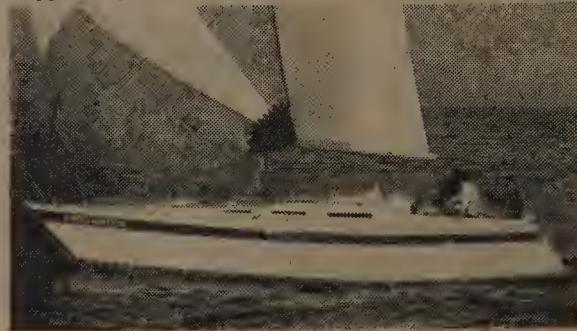
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HOOD 38



PRETORIEN 35

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SAIL

24' J/24	like new	try 13,500
26' Columbia	sharp	try 12,500
30' Fisher	owner financing	Inquire
32' Fuji ketch	loaded	62,500
35' Ericson		try 50,000
35' Pretorien	loaded	105,000
36' Islander		try 50,000
39' Ericson		try 43,000
47' Gulfstar	trade	180,000

POWER

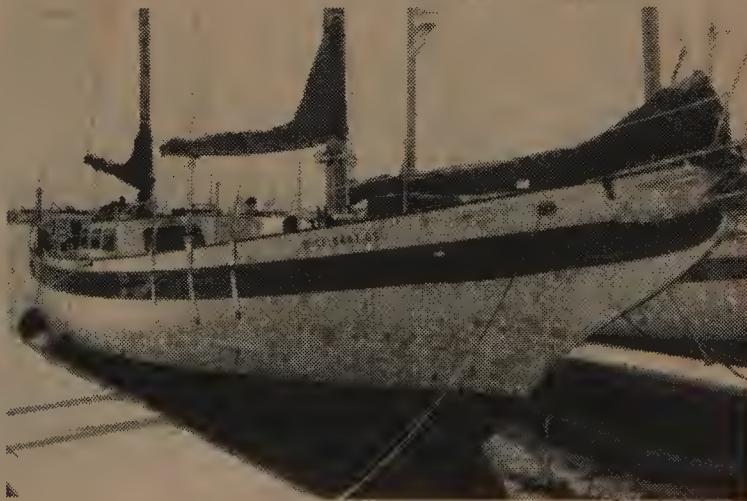
28' Bentrain	sharp	Offers
30' Chris Express		try 25,000
31' F/B Pacemaker		try 26,000
36' Litton Trawler		55,000
37' Ownes	sharp	43,000
41' Roughwater	reduced frm 110,000	to 85,000
42' Grandbanks	loaded	try 105,000
45' Lancer Twin/D	Repo	150,000
58' F/B M/Y Hatteras		280,000

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1983 FORMOSA 51'

Pilothouse ketch, 120 h.p. Ford diesel — 172 hrs. VHF, Dog Island Loran, excellent condition. Below market value. At our docks. \$125,000.00.



1979 CAPRI CARIBE CUTTER 41'

Aft cockpit Perry design, diesel — 30 hrs. This cutter is better than new, bristol. At our docks. \$120,000.00 firm.

44' Peterson, '77..... \$134,900
40' Trintella, '72..... 129,000

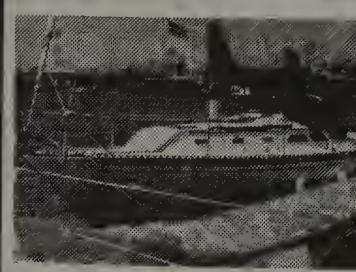
37' Gulfstar, sloop '76..... 80,000
36' Columbia MKIII, '73..... 42,000

31' Cheoy Lee, ketch '67..... 39,500
30' Islander Bahama, '80..... 39,900
29' Columbia, sloop '78..... 30,000

21' ISLANDER	4,200
22' RANGER/MULL	10,000
23' SPRINTA SPORT	16,700
23' MAYA	6,750
23' BEAR	9,500
23' ERICSON	7,800
24' ISLANDER BAHAMA	9,000
24' NORTHSTAR 727 (FARR)	17,500
24' NIGHTINGALE	14,500
24' SAMOURAI	OFFERS
25' DAVIDSON	25,000
25' FLEUR BLEU	6,500
25' PACIFIC CLIPPER	13,000
25' CHEOY LEE (FRISCO FLYER)	19,500
25' PETERSON	2 from 15,500
25' FREEDOM (CAT RIG)	29,000
26' ARIEL by PEARSON	13,500
26' INTERNATIONAL FOLKBOAT	19,500
26' CONTESSA	30,000
26' EXCALIBUR	13,900
27' ERICSON	27,000
27' CAL 2-27	22,500
27' SANTA CRUZ	15,500
27' MULL CUSTOM	2 from 13,000
27' CATALINA	3 from 17,500
28' HALBERGH SLOOP	12,500
28' ATKINS ENSENADA (F/G)	29,900
28' MAIR SLOOP 7/8th RIG	24,500
28' NEWPORT	26,500
28' LANCER	OFFERS
28' SAN JUAN	29,000
29' CAL	2 from 26,500
29' FARALLON	40,000
29' CASCADE	22,500
29' RANGER	2 from 29,000
29' SUNWIND RACER/CRUISER	39,500
29' BRISTOL	49,950
30' CATALINA	34,500
30' PACIFIC	12,500
30' CORONADO	32,000
30' ISLANDER MK II	3 from 25,000
30' NEWPORT (PHASE II)	39,000
30' TARTAN	37,000
30' COLUMBIA	2 from 27,500
30' FISHER MOTORSAILER	64,500
30' CAL 3-30	29,500
30' WYLIE 3/4 TON	38,000
30' PEARSON	31,000
30' ISLANDER (BAHAMA)	0, 44,900
30' BURNS 1/2 TON	OFFERS
30' US	36,000
31' PETERSON	OFFERS/TRADES
32' WESTSAIL CUTTER	49,900
32' ISLANDER MARK I (full keel)	39,500
32' CENTURION	42,500
32' NANTUCKET CLIPPER	39,500
32' ERICSON	32,000
33' CHEOY LEE	52,500
33' TARTAN 10	29,950
33' APHRODITE 101	49,500
33' WYLIE	75,000
34' WYLIE	59,000
34' CHRISTENSON	13,000
34' HUNTER	56,000
34' CAL	2 from 36,500
35' CORONADO	44,000
35' FUJI KETCH	69,000
35' ERICSON	42,000
36' ISLANDER FREEPORT	2 from 100,000
36' S-2 SLOOP	70,000
36' LAPWORTH SLOOP	32,500
36' ISLANDER	3 from 49,995
36' CHEOY LEE 'LUDERS 36'	76,900
36' COLUMBIA	39,500
37' TAYANA	90,000
37' ISLANDER TRADER	63,000
38' C&C	77,000
38' NORTHEAST	68,000
38' FARR SLOOP	89,000
38' FARALLONE CLIPPER	2 from 40,000
39' ROGERS 'SALT SHAKER'	124,900
40' ONE TONNER 'FEVER'	155,000
40' TRINTELLA IV	129,000
40' OLSON 'FAST BREAK'	129,950
40' CHEOY LEE OFFSHORE	79,500
40' FARR 'SUNDANCE'	132,000
41' COOPER 416	127,500
41' FREEPORT ISLANDER	125,000
41' MORGAN OUT ISLAND	89,500
42' DUBOIS	149,000
43' SWAN	OFFERS
43' SWAN 431	185,000
44' SWAN 441	195,000
44' ISLANDER	65,000
45' COLUMBIA M.S.	2 from 98,500
46' CAPE CLIPPER	135,000
47' VAGABOND KETCH	150,000
47' OLYMPIC KETCH	125,000
50' COLUMBIA	79,000
50' GULFSTAR	190,000
58' RACING/CRUISER 'NATOMA'	270,000
60' MARCONI SLOOP 'SHAMROCK'	99,000
75' RON HOLLAND KETCH	850,000
*SAN FRANCISCO BERTH INCLUDED	

Cityachts

415 foot of Laguna St. San Francisco
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CLOSED WEDNESDAYS



ISLANDER 36. Several Available at Super-Low Prices. Sellers are very motivated and will consider offers. Great racer/cruiser that really is well suited for the rugged conditions on the Bay!

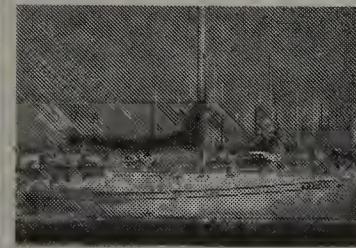


SWAN 43. Classic Sparkman & Stephens design, teak decks, refrigeration, windlass, furling system, dodger, seller motivated & will consider all offers.



26' INTERNATIONAL FOLKBOAT. Sturdy & stiff Bay boat. Well rigged for singlehanded sailing. Dodger, BMW dsl l.b., in superb condition. Asking only \$19,500.

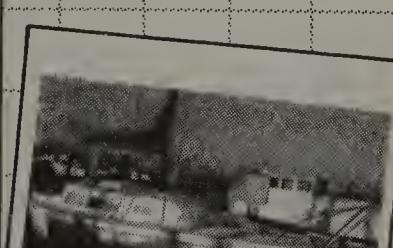
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COLUMBIA 30. Full sail inventory, including spinnaker, inboard. Huge boat down below at a bargain price of \$27,500. You must see this very well cared for yacht!



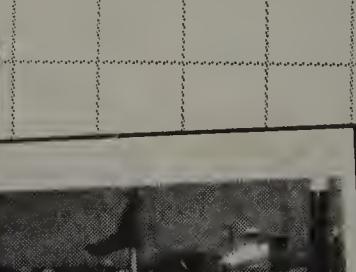
CAL 29 — Price just lowered. You can see her at our docks. Nice and clean! Season one-design champ and GREAT cruising boat. OWNER ANXIOUS!



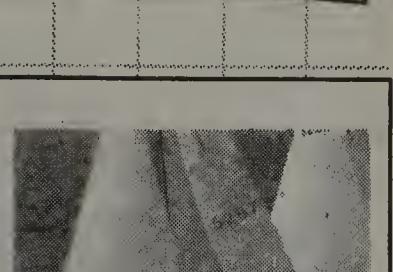
RANGER 29. Good looking Gary Mull design. Fun to sail with a nice interior layout. Inboard, spinnaker, electronics, etc. S.F. berth included. Asking \$29,500.



LUDERS 36 by Cheoy Lee. Incredible condition — honestly! This yacht is better than, many upgrades, teak decks, classic lines in a sturdy cruising boat. Diesel, recent survey, cabin heater, etc. Call today for details on "DANDY".



CAL 3-30. Dry and comfortable Lapworth design. Complete sail & equipment inventory. S.F. berth included. Seller wants out! This boat can be stolen.



EXCALIBUR 26 SLOOP. Real fun Bay boat and One-Design racer. Well cared for and priced to sell at \$13,900. S.F. berth included.

Paul Kaplan, Christine Kaplan, Mary Jo Foote, Hank Eason, Cindy Revel, Carolyn Revel, Craig Shipley, Lisa Salvetti, Rollo D. Dog.

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